Weather
Probable showers. The maximum temperature yesterday was 63.3 and the minimum 56.1, the figures for the corresponding day last year being 56.3 and 49.8.

The China Press
大陸報

The Mail Box
MAILS for America-Europe, Str. Emp. of Asia, today; Ord. and sea. 1 p.m.
FOR Europe and way ports, Str. Khyber, Apr. 10.
FROM America and Europe Str. Kashima Maru, Apr. 6.

NO. 2962 VOL. IX. Registered at the Chinese P. O. for transmission "with special marks privileges on China" 辛酉年二月廿五日 SHANGHAI, SUNDAY, APRIL 3, 1921 大正四年 第三種郵便物認可 20 CENTS

JAPANESE ISSUE "STATEMENT" ON THE CONSORTIUM

Foreign Office Says Suggestion For Publication Came From Tokio

MOTIVES PURE, IS CLAIM

Only Wanted Definite Understanding About Special Privileges

(Reuter's Pacific Service)

Tokio, April 1.—The Foreign Office has issued the following statement:

"Subsequent to the formation of the quadruple Consortium, unwarranted utterances, due to misconceptions, have caused the presentation to China of the Consortium's dossier. Japan, considering that it was now opportune, recently proposed to the other Powers that the dossier should be published. They having accepted this proposal, the dossier is published today.

"Previous statements have clarified the circumstances of the formation of the Consortium and Japan's position. It is however worthy of note that the chief object of the Consortium is to ensure concord and co-operation between the Powers in order to promote the welfare of China and it should especially be remembered that the Corsortium's mission is economic and that it has no political complexion whatever.

"Such an organisation is not new; a sextuple group operated in 1912. The war excluded Germany, and America withdrew, but the remaining Powers co-operated with increased solidarity. Japan's participation at that time was actuated solely by a desire to promote the principle of co-operation respecting a spirit of international accord with unchanged and unchangeable faithfulness. Moreover, Japan earnestly desired America's re-entry and tried to persuade America to this effect more than once. Therefore America's proposal for a new Consortium was welcomed as co'nciding perfectly with Japan's long-cherished desires and Japan endeavored to accelerate its formation.

"There is no difference fundamentally between the new and the old consortiums, but America's participation strengthens the solidarity of the new one.

"Regarding Japan's reservations in connection with Manchuria and Mongolia, regrettable misunderstandings have arisen in regard to her motives. The object of these reservations was merely to secure anew a definite understanding amongst the Powers concerning our special legitimate claims in regard to Manchuria and Mongolia. Japan was not actuated by any desire completely to exclude the activities of other Powers in these territories. Japan desires distinctly to ensure her national defence and the security of her economic life. Numerous concrete cases involving her vital interests and self-preservation have occurred, but Japan is confident that she can safely rely on the mutual trust and friendship of the Powers respecting the exigencies of any future situation.

"The allegations that insistence on the reservations was due to a policy of aggression, thereby delaying the Consortium, are entirely without foundation. The demand for ensuring the right of self-preservation, the requirements of national defence and her economic existence represents a serious national sentiment, by no means emanating from the political ambition of a small section of the people. Apart from past circumstances, Japan is gratified that the Powers fully understand her real intentions and anticipate the enhancement of co-operation which, she is convinced, will lead to a new era of greater accord and amity."

U.S. Will Suspend Interest Payments

(Reuter's Service)

London April 2—The New York Journal of Commerce learns that the American Government has agreed to suspend interest on Allied loans until April, 1922. No reason is given for the postponement of the refunding arrangements, though it is suggested that pressing public business and tariff questions are partly responsible.

CHESS IN HAVANA

(Reuter's Service)

Havana, April 2.—The sixth game between Jobe Capablanca and Dr. Emmanuel Lasker for the chess championship of the world has resulted in a draw.

Would Erect Monument In Honor Of Himself

ALBERT W. ("Hi") Noone, millionaire mill owner of Petersboro, N. H., and several times Democratic candidate for Governor of his State, believes the "live ones" should be honored instead of the dead ones and has offered $25,000 to erect a monument or arch in honor of himself if the New Hampshire Legislature will change the name of South Side Road to "Albert Wellington Noone Boulevard." "It is all right to honor our dead statesmen by naming State roads for them, but why not also do honor to some of us live ones who have done something for the State?" Mr. Noone declared recently.

FENGTIEN TUCHUN PLANS DISMISSAL OF CHI SHIH-YUAN

Complains About Enormous Military Budget Of Kiangsu Governor

To replace Chi Shih-yuan, Tuchun of Kiangsu, with one of his own men, Chang Hsun, if possible, is the immediate plan of Chang Tso-lin, the war lord of Fengtien, according to a Kiangsu representative who just recently held an interview with him.

The enormous military expenditure of this province is the subject of severe comment by the Mukden tuchun and the conversion of Chi from a neutral to a Chihli disciple is another cause for Chang's desire to remove him.

When interviewed by the representative, Chang Tso-lin's first question was what was the yearly military expenditure of Kiangsu. The reply was $11,000,000. Chang then queried as to how many troops Kiangsu maintained. When told that the number was about 40,000, the former Hunghutse chief said: "No wonder Feng Kuo-chang, Li Shun and Chi Shih-yuan all got rich so quickly."

Chang considered Chi Shih-yuan's sudden allegiance with Tsao Kun, to whom the latter is said to be sending monthly presents of five figures, as an insult to the Fengtien clique and ordered his henchmen in Kiangsu, including Chen Teh-shu, commander of the An Wu Army (Ni Shih-chung's troops); Ma Yu-jen, Defense Commissioner of Wu-yang and Pei Pao-san, Defense Commissioner of Haichow, to be prepared to resist Chi in case he attempts to show any favoritism to the Chihli party by removing them.

Chang at the same time has pressed Peking to appoint Chang Hsun to be Inspector-General of Kiangsu, Anhui and Kiangsi under the pretext that the Yangtsze Valley should have a strong leader to administer its affairs; and since General Wang Shih-chen, the appointee, has failed to take up his duties, it was imperative that some one else be appointed.

Chi Shih-yuan's representative in Mukden, Kao Ching, Chief of the Bureau of Surveying in Nanking, has been informed by Chang that Fengtien is prepared to send troops to the Yangtsze Valley if any disturbance takes place, insinuating that Chi must not offend any of his lieutenants. He further told the representative that with $9,000,000, he was able to keep over 100,000 troops in Fengtien and elsewhere, while the Kiangsu Tuchun's expenses per capita is three times that of his. He wanted an explanation.

NO CHANGE OF POLICY SEEN IN MINISTRY SHIFTS

Numerous Changes Announced In London, With Some Promotions

HORNE NEW TREASURER

Appointment Of Lord Talbot Regarded As Peace Offer To Sinn Fein

(Reuter's Service)

London, April 1.—Numerous Ministerial changes are announced tonight, including the following appointments:

Sir Robert Horne (President of the Board of Trade) to be Chancellor of the Exchequer.

Captain Hon. F. E. Guest (Joint Parliamentary Secretary to the Treasury) to be Secretary of State for the Air.

Mr. Stanley Baldwin (Financial Secretary to the Treasury) to be President of the Board of Trade.

Sir Alfred Mond (First Commissioner of Works) to be Minister of Health.

Mr. F. G. Kellaway (Parliamentary Secretary to the Department of Overseas Trade) to be Postmaster-General.

Mr. Charles A. McCurdy (late Food Controller) and Col. Leslie Wilson to be Joint Parliamentary Secretaries to the Treasury.

Sir Philip Lloyd-Greame (Parliamentary Secretary to the Board of Trade) to be Director of Overseas Trade.

Commander Hilton Young to be Financial Secretary to the Treasury.

Sir William Mitchell-Thomson (late Parliamentary Secretary to the Ministry of Food) to be Parliamentary Secretary to the Board of Trade.

Col. Sir Robert Sanders (one of the Junior Lords of the Treasury) to be Parliamentary Under-Secretary for War.

Col. Leopold Amary (Parliamentary Under-Secretary for the Colonies) to be Parliamentary Financial Secretary to the Admiralty.

Major Hon. E. L. Wood to be Parliamentary Under-Secretary for the Colonies.

Mr. H. A. Illingworth, the Postmaster-General, is retiring from office on account of ill health.

London, April 2.—Prominent mention is given to two personages in connection with the new appointments. Firstly, the appointment of Lord Edmund Talbot, whose viceroyalty is regarded as an olive-branch to Sinn Fein, is unanimously hailed as of the happiest augury, although the Liberals and members of the Labor Party are regretful of the fact that Lord Edmund Talbot does not succeed Sir Hamar Greenwood instead of Lord French. Secondly, it is universally conceded that Sir Robert Horne has well deserved his unprecedented rise in securing the Chancellorship of the Exchequer, within two years of his entrance into the House of Commons.

The changes amount to little more than a reshuffle and they consequently suggest little alteration in policy. The creation of a reparate Department of Air meets the demand urged on all sides since Mr. Winston Churchill's appointment to the Colonial Office, on the ground of the impossibility of one man's adequately performing two such important offices.

The promotions of Captain Guest, Mr. Stanley Baldwin and Mr. F. G. Kellaway will necessitate by-elections.

Member Of The New Cabinet Circle

MRS. Herbert Clark Hoover, who will take her place in the new Cabinet circle as the wife of the Secretary of Commerce in the Harding Cabinet.

DELAYED BY FOG EMPRESS OF ASIA SAILING TONIGHT

C.P.O.S. Steamer Due Out At 3 p.m.; Taking Notables From Shanghai

The C.P.O.S. liner Empress of Asia, due to arrive off Woosung yesterday morning, has been delayed by the thick fog prevailing along the coast and at a late hour last night had not yet come up the Yangtsze. It was said at the Canadian Pacific offices that the Asia would arrive during the night and her incoming passengers should reach the customs jetty in Shanghai by ten o'clock this morning.

The delay to the ship's arrival has set back its departure which formerly was scheduled for daylight this morning. The time of the tender Alexandra's leaving the Jetty has been extended to 3 p.m. today.

Ninety one first class passengers are on the Asia's list of departures from Shanghai, including Mr. Wang Chung-hui, chief justice of the Supreme Court at Peking, and his secretary Mr. Yun Kuan-kuo, enroute Geneva as a special delegate to the League of Nations, concerned with the readjustments of China's treaties. Mr. S. Lennox Simpson, (Putnam Weale), wife and daughter, are enroute Canada, America, England, France and possibly Geneva, it is understood in the interest of the Peking government, to which Mr. Simpson is advisor.

R. P. Tenney and Eli Taylor of the United States Consulate-General, Mr. and Mrs. F. Ayscough, Dean F. J. Symons and Mrs. Symons, Secretary E. Burrows of the Shanghai Hotels Company, C. G. Humphreys of the Asiatic Petroleum Company, Inspector T. P. Givens of the Police Department, Mr. and Mrs. R. N. Macleod, Mr. D. M. Graham, Mr. D. Brand and Mr. B. D. F. Beith are leaving on the Empress.

Generous Estimates Made In Municipal Council's Report For Financing Of New Work

Third Section Of Report, Devoted To Electrical And Financial Affairs, Shows Conditions Of 1920 And Prospectus For Coming Year

The third section of the Shanghai Municipal Council's report for the year 1920, rich in statistical and photographic records of the city's electrical and financial affairs, has just been issued. It tells in official form, the growth of the Settlement, and the increasing facilities, both material and monetary, required for keeping pace. It gives a brief outline of additions planned, and estimates of costs and profits for the ensuing year.

The net profit from the year's business in electrical energy is given by the engineer-in-chief as Taels 781,916. The gross profit on revenue account was Taels 1,290,121, derived from a total number of units generated 179,619,458, and units sold 144,539,632, or an increase of 41 percent.

The estimated net profit for the year 1921 is given at Taels 1,029,816, based on the assumption that the old Fearon road station may have to generate 18,000,000 units as compared to six and a quarter million units last year. Operating costs are expected to be lower because of increased efficiency in generation of power, and the net profits correspondingly higher. This estimate, the report states, is conservatively made, with assumption in mind that unfavorable conditions may have to be met.

ADDITIONS TO PLANT

Power house plant additions which will be available for use

(Continued on Page 6)

BRITAIN DENIES SANCTIONING OF IRISH REPRISALS

American Report Of Committee Of 100 Misleading, Says Embassy

TALBOT NEW VICEROY

Will Succeed Lord French At Dublin Post Under New Regime

(Reuter's Service)

Washington, April 1.—The British Embassy has issued a statement which describes as "biased and wholly misleading" the conclusions contained in the report of the Committee of a Hundred, organised by the American newspaper, The Nation, which admitted that its investigation of the conditions in Ireland was based almost wholly on Irish Republican evidence.

The statement, while admitting that the Crown Forces under incredible provocation may sometimes have committed unjustifiable acts of violence, declares that it is absolutely false to say that these were encouraged or condoned by the British Government.

After giving figures to show that Ireland is at present the most prosperous part of the United Kingdom, and that Sinn Fein has long since established a state of terrorism which has silenced moderate opinion amongst the vast majority of Irishmen, the statement concludes by pointing out that the votes polled in the Sinn Fein election of 1918, despite widespread intimidations, represented less than half a million out of an electorate of two millions.

London, April 1.—Lord Edmund Talbot has been appointed to succeed Lord French as the first Viceroy of Ireland under the new regime.

London, April 1.—It is officially announced that, owing to the disturbed condition of portions of Ireland, the census which is being held in Great Britain on April 24 will not be taken in Ireland.

London, April 2.—Under the Home Rule Act, the first duty of the new Viceroy will be to summon the two Parliaments of Southern and Northern Ireland.

The appointment of Lord Edmund Talbot is specially significant as he is the leading lay Roman Catholic in the Kingdom and is also the first Roman Catholic to be appointed Viceroy of Ireland.

Liberal Press In Britain Opposed To Tariff Resolutions

(Reuter's Service)

London, April 1.—The Liberal press is denouncing the resolutions to safeguard British industries which, as announced by cable, the Government proposes to introduce in Parliament. These are regarded as implying rigorous protection, and sharp opposition is forecasted in the House of Commons on the part of the Independent Liberals and Labor Party.

Would Not Reveal Plans Of Yanks, Illinois Boy Shot As Spy

BECAUSE he refused to tell what he knew of the Americans' plans for an offensive, Lieutenant Oliver Kendall, scion of the founders of Kendall County, Ill., was shot as a spy at Cantigny by Germans, despite the fact that he was in full uniform when captured in "No Man's Land." His sacrifice helped make the first big Yankee drive of the war a magnificent success. The story of his heroism has just reached his mother and brothers

VIVIANI NOT TO ASK AMERICA TO ANNUL WAR DEBT

Much Speculation Regarding Purpose Of ex-Premier's Visit To U.S.

(Reuter's Service)

Washington, April 1.—There is much speculation in regard to the objects of M. Viviani's present visit to the United States. M. Viviani has had a brief interview with President Harding and an hour's conference with Mr. Hughes (Secretary of State). He has also discussed with Senator Lodge and various American officials the problems involved in France's collection of reparations from Germany.

In well-informed circles, it is emphatically declared that M. Viviani has not asked for material aid, but only for the moral support of the United States in the grave international situation that confronts France.

It is stated that M. Viviani denied that France intended to ask for the remission of her debt by America, and that he asserted that France would discharge all her financial obligations. He declared that the recent contention in the French Parliament that America owed France money lent during the War in no way represented the French official point of view.

Fittest Survive Room Chase

Finding Living Quarters A Task That Tries Men's Soles

No Love Nests Available Here

BY ELSIE McCORMICK

To be a resident of Shanghai is a sign of achievement. It means that a person has energy, a strong power of endurance, and the ability to beat the other fellow to it. In Shanghai, where there are at least five people demanding each room for rent, the winner has the right to quote Mr. Darwin about the survival of the fittest and incidentally refer to the fact that he is a survivor. The defeated candidates are left to sigh for the ability to grow a shell like a turtle, or to make themselves comfortable in an underground burrow, like the mole or the ferocious rabbit. If you see people chasing wisps of straw through the streets this spring, you'll know that the landlady has raised the rent again and that they are going to try their luck on building themselves a nest.

For despite the new buildings put up during the past few years, Shanghai is as crowded as a Nanking Road tram car at five o'clock in the afternoon. Most of us are hanging on by our trunk-straps, wondering if our next stopping-place will be a sampan in the Whangpoo or a tent in Hongkew Park. We're in hard luck both ways. We can't stay here and we can't get away.

Every boat heading in any direction for the next six months has sold out all the berths and is renting space in the funnels. Yet the exodus doesn't seem to make any impression on the population. Every time we hear rumors of a room and gallop after it, a young lady has always reached there just fifteen minutes ahead of us. An apartment house in the Central District, which will be completed in six months, has every room rented. You buy room space by the inch, as you do advertising, and you can't usually get enough to make a

(Continued on Page 4)

Circulation
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The China Press

Advertisers whose monthly account with THE CHINA PRESS exceeds $100 may, on application to the Advertising Manager, inspect the Circulation Book, if they so desire, on the understanding that the same request be made by them to other local newspapers.

ALLIES FIRM IN STAND TO KEEP KARL OFF THRONE

Ambassadors' Conference Sends Note To Hungarian Government

MUCH MYSTERY

Switzerland Agrees To Return Of Ex-Emperor Of Austria

(Reuter's Service)

London, April 1.—The situation in Hungary is most obscure, owing to conflicting reports and a severe censorship. There is officially no confirmation of the reports of Karl's march toward Budapest.

The latest telegrams state that calm has been restored at Steinamanger and it is probable that an arrangement between Karl and the Hungarian Government is about to be concluded. Meanwhile Austria has agreed to grant Karl safe conduct to Switzerland, and the latter has announced that Karl's return will not be opposed for the time being, while Czecho-Slovakia, Rumania and Jugo-Slavia have intimated to Hungary that in the event of Karl's not leaving Hungary, they will immediately adopt all necessary measures, and firstly, a rigorous blockade, with a military demonstration on the frontiers.

In connection with Karl's adventure, Reuters Paris correspondent states that the Ambassadors Conference has unanimously adopted the declaration that the Allies will neither recognise nor tolerate a restoration of the Hapsburgs.

Paris, April 2.—The plan of the League of Nations Financial Committee to deal with the Austrian problem includes the despatch to Vienna of a committee of three, comprising the Frenchman, M. Avenol, Sir Drummond Fraser and a Danish banker, to gather evidence for the information of bankers. The Committee has requested Austria to reform her wasteful administration and to float an internal loan as steps affording a basis for the issue of an external loan, guaranteed by pledges and approved by the committee.

(French Wireless through Reuter)

Paris, April 1.—The Conference of Ambassadors met this morning at the Quai d'Orsay. On the motion of M. Jules Cambon, acting in conformity with instructions from the French Government, it was unanimously agreed to send the following declaration to the Hungarian Government:

"The events which are taking place in Hungary oblige the Allied Powers to remind the Hungarian Government and people that, by virtue of their declaration of (month omitted) 30, 1920, the Allies, loyally abding by the principles laid down in that declaration, are in duty bound to repeat that the restoration of the Hapsburgs would imperil the foundations of peace, and that this could neither be recognised nor tolerated by the Allied Powers."

This pronouncement has been telegraphed to the Allied High Commission in Budapest, and will also be communicated to the Hungarian delegation in Paris, as well as to the representatives in Paris of the States bordering on Hungary.

Paris, April 1.—The representative of the Czecho-Slovakian Government at Budapest has been instructed to notify the Hungarian Government that, in concert with the Jugo-Slavian and Rumanian Governments, the Government of Czecho-Slovakia will take such measures as the circumstances demand in the event of the ex-Emperor Karl not leaving Hungarian territory. These will consist of a military demonstration on the Hungarian frontiers, and, subsequently, of other more rigorous measures.

Red Cross To Sift Atrocity Charges

(Reuter's Service)

Geneva, April 1.—The International Red Cross Conference has passed a resolution that specially selected representatives of six European neutrals should form a special Commission to enquire into infractions of the Geneva conventions during the war.

The Commission will request the Red Cross Societies of the belligerents to lodge charges within six months so that the accused nations may be enabled to rebut the charges.

MILLION MEN OUT IN COAL STRIKE, ALL FIELDS IDLE

Effect Beginning To Be Felt In Other Industries

TRAIN RUNS CUT

Passenger Service To Be Reduced 25 Per Cent April 6

(Reuter's Service)

London, April 1, 3.45 p.m.—Reports received from coal-fields throughout the country show that stoppage of work is general.

Many thousands of miners are idle, but in some large coal-mining areas the pump-men and winders have remained at work. Volunteers have also come forward, notably in Lanarkshire, to save the mines from flooding. It is said that the Scottish miners generally never entered a struggle with less enthusiasm.

A few pickets are on duty at many of the pits, but thus far there has been perfect order.

Whilst the majority of the members of the Coal-Owners' Association have left London, a small committee, with power to negotiate, remains here. It is expected that during the day there will be pourparlers between this body and members of the Government, Amongst the latter, it is stated, a slightly more optimistic impression now prevails.

That the public are not unduly alarmed at the crisis is evidenced by the fact that there has been no rush to buy coal.

The effect upon the workers of several industries is already disastrous. Steel-works and blast furnaces have closed down, and hundreds more steel workers will be thrown out of work by the enforced closing down of the Beel-Dorman group of iron and steel works, one of the largest steel-producing combines in the country.

9.00 p.m. It is estimated that over a million coal workers are now swelling the ranks of the unemployed. Every coalfield is idle, but, except for a few isolated mines, the danger of flooding is temporarily averted, owing to the enginemen having remained at their posts, or clerks and officials working the pumps.

One of their leaders in the Rhondda district declares that the men are absolutely solid in their opposition to the owners' terms, and there is no fear of defection. He states that he is arranging to take up test cases regarding unemployment allowances.

In this latter connection, the miners, he said, believed that they could draw unemployment donations immediately. On the other hand the opinion is expressed that the Act clearly excepts cases of unemployment which are due to industrial disputes.

With a view to the conservation of coal, the passenger train service is being reduced twenty-five percent from April 6.

Both Houses of Parliament are reassembling on April 4, as the reasons for proclamation of an emergency must be communicated to Parliament within five days.

10.35 p.m. Owing to reports from the various coal-fields, the outlook tonight is regarded as grave. It is pointed out that the strike is for a national wage pool and national subsidy at the expense of the taxpayer.

While the owners declare that they are still prepared to negotiate, special constables are being enrolled in various districts.

Meanwhile, it is pointed out that the coal export trade was just beginning to regain its feet after the last strike, when an enormous volume of orders was diverted to America so that when work was resumed the foreign markets were over-stocked from America, as a long stoppage had been anticipated, and the British mines had to face a heavy fall in coal prices which were recently just beginning to recover. It is declared that the prospect of recovery is now indefinitely postponed, and fears are expressed that upon resumption of work the industry will not be able to pay the reduced wages now offered.

America is again flooded with inquiries, and is straining every nerve to take advantage of this second opportunity.

WOMAN FLIES ANDES

(Reuter's Service)

Santiago, April 1.—The French aviatrix, Mlle. Bolland, has arrived here from Mendoza, after a flight across the Andes.

GREEK DRIVE IS HALTED; TURKS CLAIM VICTORY

General Gouraud Reaches Constantinople, And Will See Sultan

(Reuter's Service)

London, April 2.—The Greek onrush has now slowed down considerably. Unexpected Turkish resistance developed around Eskisher where Reuter's Smyrna correspondent mentions 22 counter-attacks on a fortified village.

The Turks are stated to be holding Eskisher, the attackers sustaining heavy casualties.

According to a Constantinople telegram, the Turks claim that the battle in this sector has ended in a victory for them. Concealed Kemalist cavalry, it states, intervened in a counter-attack, surrounded a Greek division and routed the remainder. The position of the latter is precarious.

Angora is beflagged in celebration of the Turkish success.

Paris, March 31.—General Gouraud, who won fame on various fronts during the war, notably at the Dardanelles, where he lost an arm, arrived at Constantinople today and was welcomed by the Allies diplomatic and military authorities, and representatives of the Turkish Government, the Constantinople Municipal Government, and the Syrian and Armenian colonies.

General Gouraud is to be received in audience by the Sultan shortly.

London, April 2.—The recent rumors of Angora's repudiation of the Franco-Turkish agreement, concluded in London, seem to be supported by a report from Constantinople to the effect that fighting has occured between the Turks and Franch. The later are reported to have lost twenty killed.

Elman Farewell

Mischa Elman bade farewell to Shanghai last night, and in so doing added materially by his final concert to the rich store of memories with which the city's music loving community will surround the great artist's visit here.

The audience for the violinist's concluding program was a good sized one, though not so large as that attending the last two previous concerts, due probably to the bad weather combined with Shanghai's inborn reluctance to dedicate Saturday evening to more serious pleasures.

For his farewell program Elman chose a series of numbers well calculated to clinch his hold upon the affections of his hearers. Varying one or two selections of graver technique with a number leaning toward the popular side, yet retaining those requirements of skill which people have come to look for from Elman, the violinist delighted the crowd so thoroughly that when the last two encores had been played they still refused to leave their seats and applauded until the player capitulated and gave another number.

Beginning with an imposing concerto of Max Bruch's, the first half of the program included Wagner's Pries Song, a Hungarian dance of Brahms, with two popular selections by Winiernitz and Weiniawsky. In the second half there was a Bach Air the Schubert-Elman Seranade, the Massenet selection and a generous allowance of encores, several of which had been given at previous concerts, bringing requests for repetition. Elman also played the Beethoven Turkish March, arranged by Leopold Auer, which appealed especially to so many a this second concert.

Elman leaves Shanghai within the next day or so, going to Harbin.

Smiles from the Mixed Court

Lok Yui-sung within the past couple of years has fallen disastrously afoul of the law on three distinct occasions, for which he has done pennance. On the last previous occasion, after some weeks of cloistered preparation, he was led to the boundary of the Settlement and given the freedom of the world beyond, with the assurance of grief if he ever strayed into the Municipal area again.

The other evening a Chinese detective, a bright arc light and Lok got into simultaneous proximity on Fokien Road and the officer gave a short recognition and rushed his old charge to the station. The Court asked Lok to explain his failure to obey instructions.

"Well," said he. "I never did disobey them in the daytime, and I thought the order didn't apply at night."

They gave the deportee six months to convince himself of his error and will then try banishing him again.

While cycling swiftly along Robinson Road after nightfall without any lights on the machine Wong Ah-doo was captured by a constable, who charged him at the station and ordered him to appear in court next morning.

"I was just on my way to buy a bicycle lamp when I was arrested," he told the Magistrate.

He was penalised a dollar for putting the matter off so long.

Japs To Evacuate Yenchi And Hunchun

(Reuter's Pacific Service)

Peking, April 1.—Reuter is officially informed that the complete evacuation of Japanese troops from Yenchi and Hunchun will begin today.

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Kidnapper Of 3 Missionaries Is Made A Colonel

The last chapter in the life of Yang Tien-fuh, bandit de luxe and kidnapper of three missionaries, may not be a happy one after all, despite this Chinese road agent's pardon and his appointment to the post of colonel in the Chinese army. Mr. Carl G. Gowman of Taku, Yunnan, one of the bandit's former captives, has just received word from Yunnanfu to the effect that the glory is sitting heavily on the shoulders of Yang and that his chance of a hasty exit in the direction of eternity is not adding to his peace of mind. Yang first leaped into final a year ago by his capture of Dr. A. L. Shelton, Mr. G. E. Metcalf, and Mr. Gowman, all missionaries.

"A few days ago Yang Tien-fuh called on one of the leading generals and asked him to try to persuade Governor Ku to let him remain here in the city, as he didn't want to go to any other part of the province," states the letter from Yunnanfu. "Yang's wife has told one of the foreigners in the city that she is very much afraid of him. She said that whenever her spouse becomes annoyed, he points a gun at her and threatens to shoot her. He always sleeps with three loaded guns by his bedside."

Evidently Yang realises that the golden epaulettes of a colonel are not a very complete disguise, after all; and that if any residents of the villages he has terrorised get a fair shot at him his name is Steve Brodie.

St. Mary's Hall News Notes

On Wednesday, March 31, school reopened after the Easter Holidays.

Practices for the annual May Fete are now in full swing, all classes taking part. There will be a March of the Nations and other special features. Preparations are also being made for the reception to parents which will be held this year early in June.

A large number of new maps, including some which embody the changes of boundary since the Great War, have been added to the school equipment.

Miss Bailey of the faculty is now in the famine district doing secretarial work in connection with the distribution of relief. A special class has been organised for girls with a high standing in Chinese who wish to advance more rapidly in English.

The new catalogue is now ready and may be obtained on application at the school office. It contains, beside the material in the announcement, a complete description of the course of study, a list of graduates and all necessary information about the school.

SUFFS FILE SUITS

(Reuter's Pacific Service)

Hongkong, April 2.—The suffragettes who were injured in the recent disturbance in the Provincial Assembly of Canton when 700 of them interrupted a debate in the Assembly, have filed a suit against the members of the Assembly for damages for injuries received.

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Install New Pastor At St. Peter's Today

St. Peter's Church on Avenue Road is a part of the Diocese of Kiangsu of the American Episcopal Mission. The Vestry of the Church recently called Rev. K. T. Chung to become their pastor. The Institution Service will take place today at 10 a.m. with Bishop F. R. Graves officiating, when Rev. Chung will be formally instituted in his office. In the afternoon at 4 o'clock, a reception will be given to the new pastor in the Parish House. Dr. C. T. Wang has kindly consented to speak.

Rev. Chung is a graduate of the Theological School of St. John's University and has been serving the mission in Nanking for the past five years. He is a member of the China Continuation Committee, the Student Volunteer Movement, the Yunnan Home Missionary Movement and the National Committee of the Young Men's Christian Association of China. St. Peter's is to be congratulated in securing Rev. Chung as pastor and under his leadership the Parish will undoubtedly enter upon a period of aggressive development.

D O N

DI

Wedding

XAVIER-HUON

The wedding of Mr. J. F. Xavier to Miss Charlotte Emilie Huon was solemnised yesterday afternoon at the St. Joseph's Church, Rue Montauban, by the Rev. Father Maumus, in the presence of a large number of friends. The bride looked charming in her gown of white satin, trimmed with orange blossoms, with veil and flowing train, and holding a bouquet of white carnations. Mr. Louis Huon, her brother, gave her away, and the best man for the bridegroom was Mr. J. Gioulis.

At a reception which was held at their new home after the ceremony numerous friends gathered to toast the pair and to shower on them their best wishes.

The couple are leaving for Tsingtao for their honeymoon and will reside at No. 329-H Avenue Joffre on their return.

Mr. Xavier, who is in the French Municipal Council, Tax Department, is an old Shanghai boy, and a veteran of the world war, having served his time in the French army and seen action both on the French and Salonica fronts, and returned only recently from France, with several decorations.

Obituary

COMMANDER HUTTON, R. N.

(Reuter's Pacific Service)

Peking, April 2.—Commander Hutton, R. N. late British Naval Attache at Peking, died here this morning, following a long illness which finally developed into galloping consumption.

TANG ATTENDS COUNCIL

(Reuter's Pacific Service)

Hongkong, April 2.—For the first time, General Tang Chi-yao today attended the Administrative Council of Canton. Two important appointments awaiting General Tang Chi-yao's approval where decided upon, relating to the command of the troops in Yunnan and Kweichow respectively.

CANTON PROTESTS

(Reuter's Pacific Service)

Hongkong, April 2.—The National Assembly at Canton has protested to the Senate and House of Representatives of the United States, and to the American Minister and the Diplomatic Corps at Peking, against the handing over of the Customs surplus to the Peking Government.

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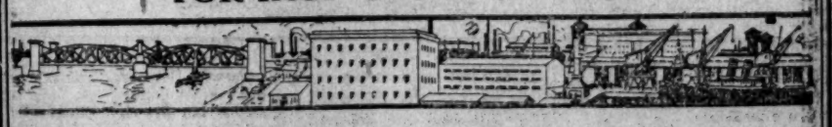

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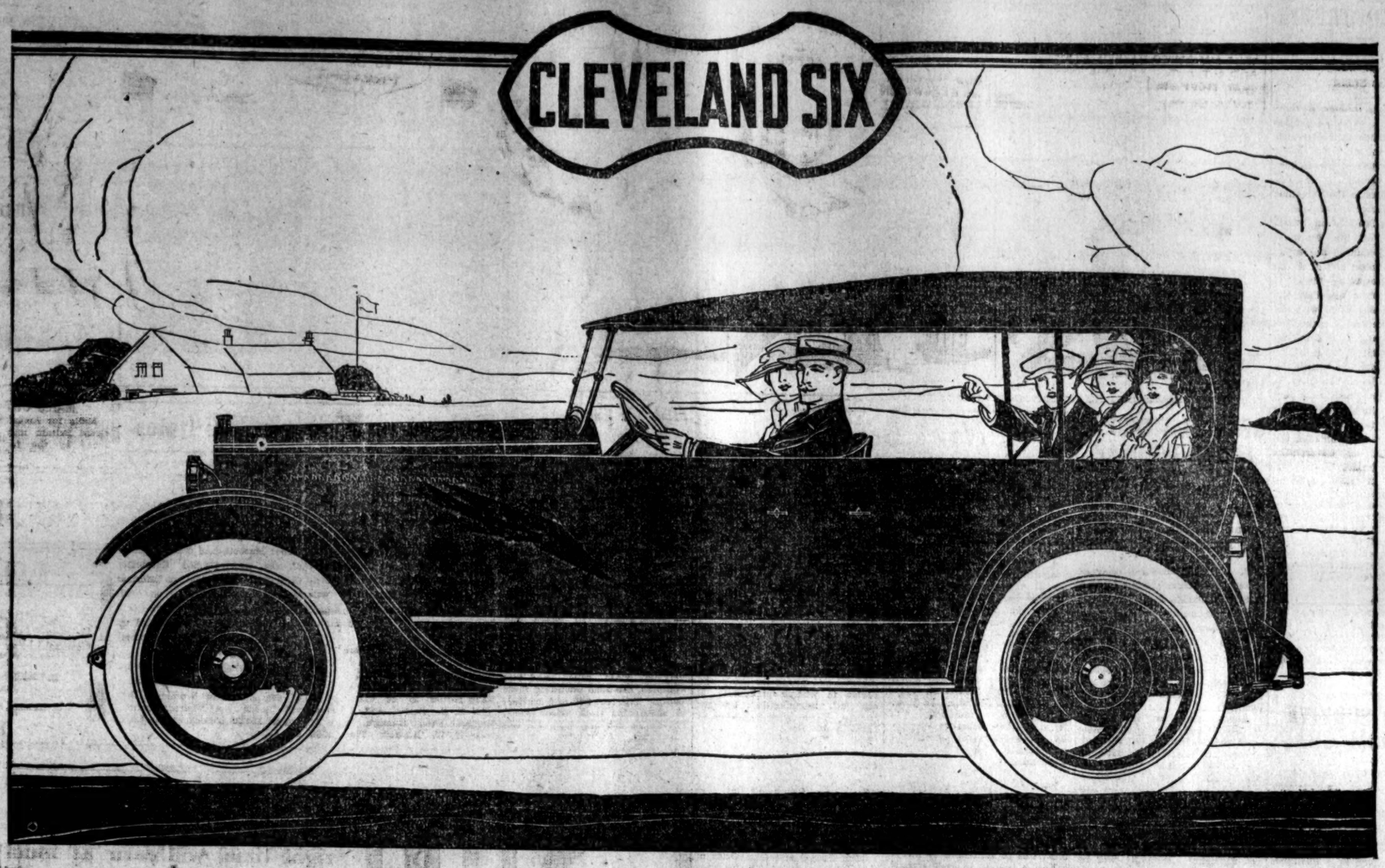

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BERLIN JOURNAL SUPPORTS ALLIES' STAND ON TREATY

Independent Socialist Organ Censures Germany For False Stand

(*French Wireless through Reuter*)

Paris, April 1.—Following upon the latest instance of the German Government's contesting the claims of the Allies—this time in connection with certain of the disarmament clauses in the Versailles Treaty—the German Independent Socialist organ, Die Freiheit, dwells on the falsity of the continual ...aneuvers of Berlin in its replies to the Allied Notes, and of its attempts to controvert the facts.

The paper points out that the Allies are just as familiar with the provisions of the Treaty as the German Government, and have no need of continual juridical advice as to the manner in which the Treaty should be interpreted. It urges that, as the Entente not only has the law on its side, but is also in the position to require its execution, all these attempts on the part of the German Government are doomed to failure.

The Allies, it says, have no thought of entrusting to an arbitration tribunal the differences as to disarmament, as they have sufficient proof of the ill intentions of the German Government in this matter.

The Independent Socialists have always demanded that the German Government should meet the Allied demands in regard to disarmament, not only for reasons of domestic policy but also for reasons of foreign policy, seeing that the continual misunderstandings on military affairs exert an almost analogous influence on economic questions, the paper adds.

FITTEST SURVIVE ROOM CHASE

(Continued from Page 1)

proper boudoir for a respectable angle-worm.

THOSE BOARDING HOUSES

We don't know for sure, but we're inclined to think that the man who wrote "Home, Sweet Home" once lived in a Shanghai boarding-house. There are boarding-houses in town where the table is good and where comfort is spelled with a capital "C" but they are always crowded to the window-sills and have a waiting-list as long as the list of prospective United States ministers to China.

The kind of boarding-house most of us know has wall paper selected by mental telepathy, ornaments that were moved bodily from New York's annual Bad Art Contest, and an atmosphere like the inside of Noah's Ark. There is always a gas stove in the room that lets out lots of gas but no heat, and a mirror into which any professional contortionist could see without a bit of trouble.

There are two types of dining-rooms—one, in which each unattached boarder has a small table to himself, where he can contemplate the catsup prepared by special order of His Majesty, and another where all the boarders sit at one table. Where they are few and well-acquainted this is a pleasant arrangement but if not, it isn't. Somebody mentions the rate of exchange, somebody else inquires after the next mail, a third person remarks that she wouldn't mind the heat of summer so much if it wasn't for the humidity, and then blank spells of silence ensue, broken only by the gentle splashing of the soup and the rhythmic grinding of zweibach against the double molars. Percy, the house-boy, is president and corresponding secretary of the Loyal Order of Plate Snatchers, so he never makes the mistake of allowing anyone to finish a course.

RELIEF IN SIGHT

The boarders also fall into several classes: those who have just left another house and are filled with false cheer; those who have reached the stage of gurgling indignation, and those who have left all hope behind and have settled down to grim endurance.

There is a little light breaking on the horizon in a few directions, including the listing of all available rooms in Catholic homes by St. Joseph's Association, the prospective building of a hostel by the British Women's Association, and the efforts that have been made by several members of the Community Church on behalf of newcomers to the city. But the problem is a hard one at best, and the joys of trying to keep warm by escaping gas or contemplating funeral wreaths in glass cases were not among the pleasures of Oriental life described to those who signed contracts for the Far East.

JAP ARMY CHANGES

(*Reuter's Pacific Service*)

Tokio, April 2.—It is announced that the ninth Kanazawa division will relieve the thirteenth division in Siberia. The transporting of the troops will begin shortly.

MUTT & JEFF — Yes, The Little Fellow Is Quite Right, Quite Right — By Bud Fisher

MUTT, YOU GOT IN AT FIVE O'CLOCK THIS MORNING. TAKE MY ADVICE AND CUT OUT THAT STUFF OR YOU'LL GO TO AN EARLY GRAVE!
YOU RUNT, I THRIVE ON THAT EARLY-HOUR STUFF!
BUT NO MAN CAN GO THAT PACE AND REACH FIFTY! NO MAN EVER HAS AND YOU AIN'T NO EXCEPTION TO THE RULE!
THERE IS NO RULE WITHOUT AN EXCEPTION, JEFF!
OH, ISN'T THERE?
NO! YOU CAN'T NAME ONE!
HOW ABOUT A MAN GETTING A SHAVE — DOESN'T HE ALWAYS HAVE TO BE PRESENT?
118

GENERAL WOOD IS COMING HERE ON WENATCHEE

New Admiral Line Steamer Due In Shanghai With Notables On April 26

The Admiral Line has received cable advice from the head office in Seattle, stating that Wenatchee, the first of the five new passenger liners allotted to this Company by the United States Shipping Board, arrived at Los Angeles March 30, en route to Seattle, from where she will start on her first Trans-Pacific voyage next Saturday.

Representing an investiment of $6,500,000, the palatial new liner sailed from New York on March 12, touching at Havana, Panama Canal, Los Angeles and San Francisco. At Seattle, which will be her home port, she will be officially welcomed by the Chamber of Commerce and Commercial Club.

Among the prominent passengers aboard when she arrives at Shanghai April 26, will be Major General Leonard Wood and staff, Captain Robert Dollar, Ex-Governor Cameron Forbes of the Philippine Islands, Mr. Chester Thorne, one of the principal bankers of the Pacific Coast and a Director of the Admiral Line, together with several newspaper correspondents.

The Wenatchee schedule for her first trip will be as follows:

Leave Seattle April 9
Yokohama April 21
Kobe April 23
Shanghai April 26
Hongkong May 1
Manila May 5
Hongkong May 12
Shanghai May 16
Kobe May 19
Yokohama May 22
Arrive Seattle June 3

It is noted that this schedule covers a slightly different route than the usual Trans-Pacific liners, in that Manila will be the terminal port, allowing a stay of five days there. The Admiral Line vessels will call at Victoria both on outward and homeward voyages for passengers and freight.

The result of the trial of the Wenatchee, held March 2, exceeded expectations. She made as high as 20.5 knots per hour, with an average of 17.75 knots for the trip.

Navy Men To Give Hotfoot Minstrel At Navy Y.M.C.A.

The men of the U.S. Ship El Cano have arranged for a "Hot Foot Minstrel" show, to be given at the Navy Young Men's Christian Association, on Friday night.

An interlocutor, four end men, and a chorus of eight compose the half-circle, with special features to be worked in between.

The caste of characters follows:

Interlocutor, D. A. Gary.

End Men, R. K. Paillou, "Mr. Jassler." A. C. Brenner, "Mr. Bones." G. F. Albin, "Mr. Hearse." W. F. Moyer, "Mr. Graveyard."

H. Azbil, "Lady Neverwithus."

The Famed Tishimingo, Tango Dancer.

Chorus: A. C. Hoffman, M. R. Loper, R. L. Barnett, F. Sams, E. Johnson, L. Bernstein, A. N. Kehoe.

RUSSIAN CASES

(*Reuter's Pacific Service*)

Peking, April 1.—The Ministry of Justice, which for some time past has been considering the question of clearing up pending Russian cases at Harbin, today decided to allow the Russian advisers to act as Assessors, and to wind up these cases as speedily as possible.

This decision has created an excellent impression on diplomatic circles in Peking.

News Brevities

"Telegraphy" will be subject of a lecture to be delivered by Dr. Herbert Chatley before the Quest Society at the Royal Asiatic Society's Hall on Monday afternoon at 5:30 o'clock.

* * *

A month's imprisonment was given the proprietor of an opium den at 417 Myburgh Road who appeared in the Mixed Court yesterday. In another case, involving an opium smoking establishment at 1182 Sinza Road, the proprietor was fined $30.

* * *

The Tenyo Maru for San Francisco, via Japan ports and Honolulu sails from Hongkong today and arrives at Woosung on Tuesday, April 5, at midnight. The Tenyo will be dispatched Wednesday. The passenger tender will leave Customs jetty at 4 p.m. on Wednesday.

* * *

The Rev. Frank Rawlinson will address the Sunday Service League at the Y.M.C.A. this afternoon at 5 o'clock.

* * *

The men's meeting of the Y.M.C.A. will be addressed by Mr. K. T. Chung tonight at 7:30 o'clock.

* * *

Mr. H. M. Cumine, 38 Kiangse Road, architect, announces that Mr. Francis Edward Milne, for four years with Messrs. Henning and Berkley, architects of Hankow, has joined him. Mr. Milne has had many years' experience both in Great Britain and the United States. He was a Shanghai boy, having left here for Scotland in 1886.

* * *

The Little Shop's art rooms have been removed to 34 Nanking Road, first floor over Boyes, Bassett and Co., it is announced.

* * *

Valuable information for Chinese students proceeding to Great Britain for professional study is contained in a pamphlet "Handbook of Information," just published by the Anglo-Chinese Educational Committee of Shanghai, 35 Elgin Road. The booklet is compiled by Miss E. G. Kemp of the Anglo-Chinese Friendship Bureau at London. The new work contains necessary information on preparations required by students before leaving China, subjects and places for study and advice to women students. It has an introduction by Sir Michael Sadler, vice-chancellor of Leeds University.

* * *

Among the passengers who are leaving on the steamer Nanking for America and Japan ports are Mr. Witter Bynner, Mr. and Mrs. T. F. Cobbs, Mrs. J. J. Gorman, Mr. R. J. Morrison, Mr. and Mrs. F. V. Reilly, Mrs. C. B. Smythe and Mr. and Mrs. Chas. M. Swift.

* * *

Miss Popoff and Miss Geitz of the Tsingtao University Preparatory Academy left here for Tsingtao on the Yingchow yesterday.

NEW SERVICE STATION

For the repairs and upkeep of motor vehicles, the Service Company of Shanghai have opened their station at U298 Weihaiwei Road. Painting and coachwork will be conducted on the premises by the Excelsior Vehicle Co. Mr. F. W. Schlobohm is the General Manager of the Service Company.

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SOLE AGENTS

Half Of Escaped Prisoners Caught

(*Reuter's Service*)

Calcutta, April 1.—It is officially stated that thus far 300 of the 600 prisoners who recently broke out of the Rajshahi Jail in Bengal have been recaptured.

It appears that the prisoners on March 24 refused to work, saying that they would no longer work for the Government, but only for Gandhi. Subsequently, while the guard was being changed, the prisoners seized sticks and other weapons, rushed the guard and streamed out of the prison.

The convicts attacked a small body of armed police, who pursued them. The police fired, and two convicts were killed and two wounded, the dead including their leader. The rest fled and scattered, discarding their prison garb. The police are searching for the remainder.

American Woman's Club Notes

The annual election of officers for the American Woman's Club will take place at a meeting to be held next Tuesday afternoon at the Carlton Cafe. A list of candidates will be submitted by the Nominating Committee, members also being privileged to nominate from the floor. The names which the Nominating Committee will present were compiled from secret ballots submitted by club members.

On April eighth the Literary Department will present an interesting program on ancient Chinese painting, the "Paintings of the Tang period" to be discussed by Miss E. S. Lester and those of Emperor Ming Huang's reign by Mrs. W. W. Bartlett. The talks will be illustrated by art specimens borrowed from collectors in Shanghai.

In order to make new members of the club feel that Shanghai is not lacking in cordiality, Mrs. James Macbeth and other members of the newly-formed Courtesies Committee will give an informal reception in their honor on April twelfth at 170 Bubbling Well Road. The new officers to be elected on April fifth will also be special guests of the occasion.

An important business meeting of the Social Service department of the American Woman's Club will be held next Thursday morning at 10:30 o'clock at the Carlton Cafe.

MAILS OUT TODAY

Mails for America, Canada, and Great Britain may be despatched today by the fast C.P.O.S. ss. Empress of Asia, from the British Post Office up to 2 p.m., and from the American post office until 1 p.m.

The tender with mails for the Asia is due to leave the Customs Jetty at 3 p.m.

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JAY GOULD.

Have you $100 or more to invest?

Read this Story!

SOME months ago seven responsible business men familiar with oil ventures saw an opportunity in oil so far removed from speculative risks as to be far more of a legitimate investment than a gamble.

They knew of oil in the State of Wyoming, in the Big Piney-La Barge field, that is the equal of the finest Pennsylvania crude found only in Tiona, Pa. This oil runs from 45% to 50% gasoline. The gasoline and kerosene combined runs to 80%. In fact the crude oil is used in motor cars and trucks on the field when gasoline is unobtainable.

They made a thorough investigation on the field and found out that: (a) there were oil wells of 200 to 300 barrels a day capped and waiting for either a refinery or a pipe line; (b) no pipe line was being planned and none would go in until a 10,000 barrel well was produced; (c) gasoline was being brought in from distant points for use on the field and in neighboring towns; (d) even if a pipe line were put in the demand for the products of a refinery would be increased rather than diminished: (e) and finally that with the railroad at Kimmerer, 45 miles away, and constant truck traffic back and forth, there were easy transportation facilities.

The logical conclusion was the formation of a company to erect and operate a refinery, and in order not to limit the activities of the company provision was also made for oil drilling.

There were seven wells with a minimum capacity of 200 barrels a day each capped and waiting. It was first decided to operate an 800 barrels a day refinery using oil from these wells. But in order to eliminate as far as possible the element of speculation, the company decided to commence operations with a 300 barrels a day refinery capable of being enlarged by additional units as needed, for the reason that the product of at least 300 barrels a day could be sold in the immediate neighborhood or within a radius of 50 miles. Contracts were accordingly signed with the well owners for these requirements.

The site selected for the refinery is 45 miles from Kimmerer and bids fair to be in the heart of one of the most promising oil fields in America. Among the companies drilling or preparing to drill in the immediate neighborhood are the Associated Oil, the Du Ponts, the Shell, and some 60 smaller companies.

Naturally if the company could own its own wells and refine its own oil the profits from the refinery would be just that much larger than if it had to continue to buy its oil.

Accordingly valuable leases on neighboring lands were obtained to the extent of 1,933 acres. Of these, 40 acres are proven land, that is, oil is being produced on three sides leaving little doubt that the 40 acres are actual oil land. To obtain these carefully selected leases was not easy. After considerable negotiation the owners consented to exchange their holdings for stock in the company.

This completed the preliminaries. The seven men who organised the company are now the Board of Directors of **American Producers & Refiners, Inc.** The company has purchased the refinery which is now in California or en route to the field. The contracts for the oil have been settled. The leases on the oil lands have been settled.

At present, the company is offering to the public 100,000 shares of guaranteed stock of a par value of $1.00 Gold. This $100,000 will be used in the erection and operation of the refinery which should be in operation by July or August. A conservative estimate of earnings shows that the refinery should pay a dividend of about 80%. Taking an extreme estimate, the earnings should not fall below 30%.

In order to give outside investors every chance of protection, no dividends will be paid holders of other stock until holders of this guaranteed stock have received dollar for dollar on their investment or a dividend of 100%.

The directors of the company are so convinced of the soundness of their plans that they are giving their own time and money to the disposal of this stock, and are not asking any other stockholders to help bear this expense.

Mr. Charles H. Raven, Vice President of the Company, is now visiting relatives in Shanghai and is prepared to explain the proposition in detail to all who are interested. "What may be a pure gamble if you do not know what you are doing may prove upon investigation to be a legitimate investment."

You are invited to make the most thorough investigation. Level headed business men have made their investigations and have put in their ten times $100.00 and more. You have the same chance to investigate. Why don't you!

Now as to the possible earnings from striking an oil well .....But that's another story.

Call on Mr. RAVEN, or ask him to call on you!

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Facts About The Wyoming Oil Field

And the Connolly Land and Oil Company

The Romance of Petroleum

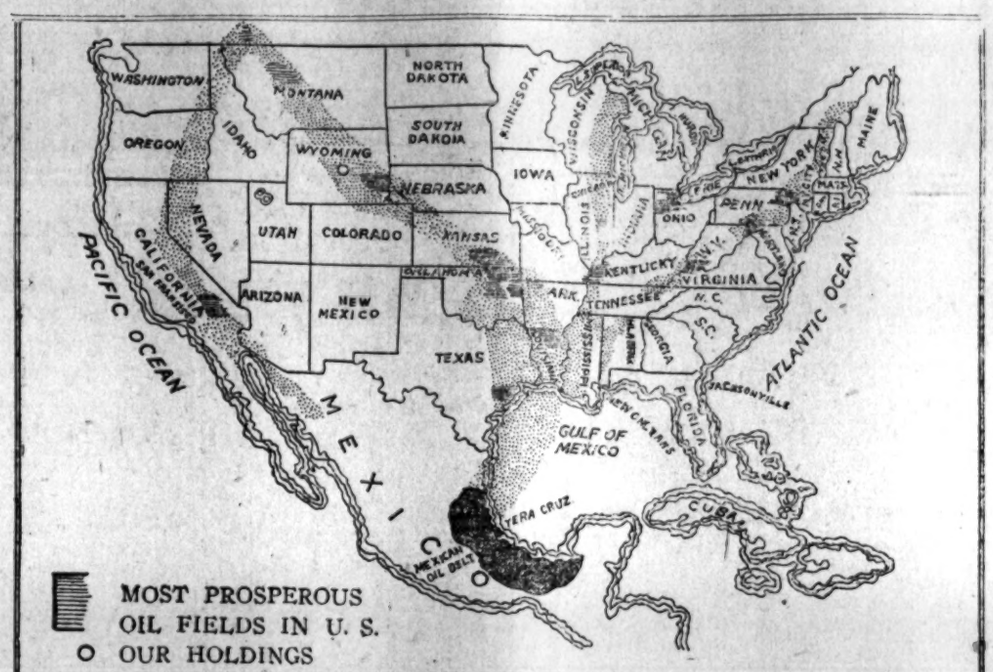
Along with the discovery of Steam and electricity came the amazing development of petroleum or coal oil; first discovered in the Pennsylvania field in the U.S.A. and later in a dozen or more new fields in America, Europe and Asia and with the tremendous development of the Motor industry and the consequent demand for petrol to run the motors the demand on the crude oil producers has increased by leaps and bounds and crude oil is now worth $3 gold per barrel.

Some of the greatest fortunes of modern times have come from the development of the several oil fields and the one greatest fortune in the whole history of the world is from an oil venture made 50 years ago by the keenest brained, clearest visioned business man in America. In developing the oil industry he incidentally built up the most perfect business organization the world has ever seen and he has used his great wealth to ameliorate the condition of mankind.

Energy is the greatest thing in the physical world—coal, oil and electricity are depended on to supply this energy. The growth of the motor industry has proven that oil is to-day the most important source of energy.

Oil is the most extraordinary article in the commerical world, and the only thing that hampers its sale is its production. There is no other article in the world where you can get the consumption as long as you make the production. In the case of oil, make the production first and the consumption will come. There is no need to look after the consumption, and as a seller you need not make forward contracts, as the oil sells itself.

Practically all the machinery in the world to-day requires petroleum in some form for purposes of lubrication. Factories, railroad cars, power-driven ships, automobiles, farm machinery, trucks and tanks—all demand petroleum in one form or another. Not a wheel can turn without it. No successful practical substitute for it has yet been discovered.



Map of the American Oil Fields Showing Trend of Oil in U.S.

Oil flows through the United States in four big underground streams. It has been determined with a good degree of accuracy just where they are.

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You are invited to "look up" through any channel you may choose. The officers and directors, whose names follow, are all men of sterling integrity and proven reliability. They are putting their own money, their time and faith in this enterprise with a determination to make it a big success:

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Capt. H. Edgren, 62 Dixwell Road, Ningshao S.S. Co. ..... Vice-President

C. B. Perkins, Manager, Standard Products Co., Inc., 14 Canton Road, ... Treasurer

Zah Yung Pei, Manager Industrial Development Bank Shanghai ..... Director

G. T. Lloyd, Proprietor Lloyd's Weekly ... Director and Secretary.

James P. Connolly, late Clerk of United States Court for China ..... Superintendent

M. L. Heen, 1 Soochow Road ..... Attorney

No Shareholder is liable for more than the fully paid up value of their shares.

All receipts for payments of shares must be signed by the Treasurer of the Company and one Director.

Last year the United States produced 366,000,000 barrels of crude petroleum and consumed 436,000,000 barrels, a shortage of 70,000,000, provided in part by importation from Mexico and drawing from reserve storage.

The price of crude oil is to-day the highest in history. Before the war Pennsylvania crude oil sold for $3 a barrel. It now sells for $6 a barrel. Midcontinental oil from Kansas and Oklahoma and Wyoming have not yet reached the 'peak' of production, but elsewhere the supply is on the down grade.

Shrinkage of Crude Oil Causes Alarm

"The crude oil situation in this country is alarming. Gasoline, the refined product of petroleum, is now selling at 33 cents a gallon. By autumn it will sell for 40, and higher after that."

By the process of refining anything is obtained from low grade road and fuel oils to the highest grade of liquid explosives. Lubricating and lamp oil, gasoline, paints, varnishes, waxes and paraffin, drugs and druggist's sundries, soaps and toilet articles, as well as the salad dressings served with your meals may come from crude oil.

Every piece of machinery that turns a wheel uses some product of crude oil. The World's fleet of cargo carrying ships which depend on crude oil to furnish them power, is in the neighborhood of 12,000,000 tons, of which the Shipping Board of the United States alone control 9,000,000 tons. It takes, roughly, 2,500 barrels of oil to drive one standard United States freighter of 8,000 tons across the Pacific, the value of which is $3,125,000. This is the present price quoted on the Pacific coast, while the latest quoted price for crude oil in Japan is $200 per ton.

About 6,000,000 automobiles are now in use in the United States, with 900,000 new ones being built annually, in addition to an annual output of 250,000 motor boats, 500,000 motorcycles, 50,000 engines for farm purposes, and thousands of aeroplane engines, and there yet remains the locomotives equipped for the burning of oil, whose number is legion and last but not least, the world's navies, which to-day it can be truthfully said float to victory or defeat on the energy contained in the oil stowed in their fuel tanks.

In order that an intelligent comprehension of the growing needs of the United States—the largest consumer—may be gained, the following table is inserted to show the astonishing rapidity with which the production of certain necessary and basic raw materials has developed:

	IRON (MILLIONS OF TONS)	COAL (MILLIONS OF TONS)	COPPER (MILLIONS OF BLS).	PETROLEUM (MILLIONS OF BLS).
1870	1.6	33	28	5
1880	3.8	71	60	26
1890	9.0	157	250	46
1900	13.8	269	606	63
1910	27.0	501	1080	209
1918	38.0	684	1994	355
1919	30.0	544	1289	376

It may be noted that in the past fifty years our production of iron has increased twenty fold, of coal sixteen fold, of copper forty-six fold, and of petroleum seventy-two fold, and that the consumption of petroleum continued in 1919 while the three other great staples declined.

We look upon our water powers as inexhaustible, yet the very machinery that makes possible the utilization of white coal depends upon petroleum for its every revolution. Time was when lard oil, whale oil or other similar substances served to satisfy the meager demands for lubricants: the day has long since passed, however, when such products might adequately meet the demands of modern industry and transportation.

Of all the great raw-material problems confronting the world to-day the most outstanding and acute is the problem of its petroleum supply. The war brought home to the world the vital necessity for sustained petroleum production, for without petroleum in its varied form there could have been no victory. General Foch warned us that interruption of the petroleum supply would necessitate an entire change of campaign and if long continued might result in the loss of the war; and the Earl of Curzon said: "The Allies floated to victory on a wave of oil."

To meet the tremendous demands on the crude oil production new fields are being explored and every effort made to meet the call of the hungry consumer.

It is not generally known—but is a fact—that the oil fields of the world have been discovered not by the great Petroleum companies but by prospectors who have taken a chance, sunk a well and perhaps failed, but tried again until the oil sands were tapped and the golden fluid pumped into their tanks.

Once the prospector strikes oil his troubles are over. All he needs is a pipe running to a Socony refinery with a metre attached and then you only have to bank your checks. The big companies want crude oil and they have never had enough.

The Texas and Oklahoma Fields have produced great gusher wells producing hundreds of barrels a day. The Wyoming field is noted for higher grade oils and longer life. Gushers like giants do not live long. Many operators who left the Wyoming field a few years ago for the sensational Texas fields are returning to Wyoming.

Wyoming World's Greatest Oil Possibility

Eminent Geologists, after careful study, assert that this oil pool probably equals the wonderful Tampico Oil Fields of Mexico, and the Petroleum product thereof is conceded to contain the greatest percentage of gasoline of any known oil field in the World, and as a result is to-day attracting the attention of oil men and conservative investors in every part of the United States. Hundreds of wells are producing oil, hundreds more are being drilled, every week new flowing wells extend the proven field. Every day new production is being brought in.

Undreamed Fortunes Have and are Being Made

Land that was worth $1.25 an acre for grazing a few years ago commands from $1,000 to $25,000 an acre to-day.

The property, which it is the intention of this Company to develop, is one-half of 160 acres, owned in fee simple by The Connolly Land and Oil Company, the original owner of which was Hon. James P. Connolly (Clerk of the United States for China who at present is a resident of the City of Shanghai, China) and is located in Freemont County, in the very heart of what, at the present day, is unquestionably the greatest slightly developed oil field of Wyoming. The land is situated in Section 27, Township 2, North Range 5, Wind River Meridian. This land is assessed at G. $86,590.00 value by the treasurer of Freemont County, Wyoming.

Our property is on a railroad and near to oil refineries and pipe lines and no large investment is needed for tanks.

As will be seen from a close study of the map above, located as wee are with innumerable flowing wells on all sides, our chances for a big strike are as good as any and better than most. We all expect to strike it rich here. While there is every reason to believe your investment will yield enormous profits, we do not make any specific promises of guarantee to that effect, except we guarantee every stockholder a good clean run for his money.

We have no salaried officers and all funds go into development.

This Company owes nobody any money on bonds, mortgages, or leases, and is bending all its energies toward the tapping of the gigantic oil pools which they believe underlie their property, and their determination is to bring real oil to their tanks to sell at enormous profits. Will you get your share?

Buy Now

A few hundred dollars invested in Oil may make you independent for life and enable you to buy that car your wife so wants. Send the children to college and give the family many comforts they now cannot have.

Next Week May Be Too Late

Only 1000 Shares will be sold at this time and we offer special easy terms of payment. About 150 Residents of China have secured stock in our company. We would like to add your name to the list.

Connolly Land and Oil Company
14 Canton Road, Shanghai

Please send me Prospectus, map, reports etc., etc., re above Advertiesment.

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At the office of our Company, 14 Canton Road, Shanghai, we have county maps, prepared by a mining engineer, letters form oil operators and residents of prospectors and Freemont County as to the authenticity of our proposition which we will be pleased to show to any one interested. One or more hundred dollars invested in this stock may return to you hundred fold or more. Returns are quickly realized from oil investments and the greatest fortunes of the world today are these from Petroleum. Rockeffeller's first investment was less than $1,000. Write today. **Connolly Land and Oil Company, No. 14 Canton Road, Shanghai.**

COUNCIL ASKS HEAVY BACKING

(Continued from Page 1)

during 1921 consist of two 18,000 K.W. turbo-generators and condensers already installed, and one 10,000 K.W. turbo-generator due about June this year. The condensers of the two A.E.G. turbines, recently discarded, will be utilised to deal with the steam from the new 10,000 K.W. turbine. By retaining these old condensers, instead of buying a new condenser, a saving of over £20,000 will be made, the report states. Other extensions from previous programs are yet in progress with but few minor changes in detail.

THE 1921 BUDGET

The financial summary shows a total ordinary expenditure for the year of Taels 4,829,895, as compared with Taels 4,568,907 for the previous year. A deficit of Taels 6,412 was shown as against Taels 148,945 for 1919. Estimates for the year came out close to the actual figures of expenditures, the police department showing perhaps the largest variation—an item of Taels 40,000 actual in excess of estimated expenses. The health department showed expenditures in excess of estimates of approximately Taels 20,000; Public works, Taels 64,000; Education, Tae's 13,000; Finance, Taels 13,000.

Two items of estimated ordinary expenditure, appearing for the first time in the Municiped financial report, are appropriations of Taels 10,000 for venereal diseases prevention, diagnosis and treatment, and Taels 33,000 for the disposal of cesspool contents.

EXTRAORDINARY EXPENSES

Extraordinary expenditures estimated for the year include, for bridges Taels 119,000 for part provision for the cost of the new bridge over the Szechuen road, and two other bridges to be built over the Yangtszepoo Creek and Chowdongpang. Bundings—Taels 69,400, for extension of the Public Gardens and the widening of the Bund from Peking road to the Garden bridge, and for the construction of a concrete building on the Soochow creek fronting the Sinza depot, and for portions of road extensions costs.

Drainage—Taels 192,800 for the culverting of Love Lane creek from Yates Road to Bubbling Well road, and for work already approved, in Tongshan road, and the 1921 year's portion of the cost of the Central district sewerage scheme.

Landing stages—Taels 21,750, for a landing accommodation on the Bund, and other lesser work.

Lands—Taels 159,500, for extensions in the Gaol site, cemetery, Victoria nursing home, Isolation hospital, refuse depot; an open air swimming pool in Hongkew park, and other work.

Buildings—Taels 701,900, including Taels 280,000 for the seventh year's expenditure on the Administration building, and items for buildings, and quarters, new or to be rebuilt, for the various departments.

Roads—Taels 446,400, for the acquisition of land for new roads, and for the widening of existing roads.

SEVEN MILLION DEBENTURES

The total estimated extraordinary expenditure is placed at Tls. 7,423,427, with extraordinary income calculated as Tls. 7,441,500, which gives a surplus to be carried forward. The income includes an estimated surplus of Tls. 37,200 on the ordinary budget and Tls. 384,300 from the 7 percent loan 1920, debentures issued during the period from January 1, 1920 to March 6, 1921. The amount recommended for raising by debenture issues if necessary, is placed at Tls. 7,000,000. The biggest item in the extraordinary expenditures estimates is the loan of Tls. 5,700,000 to the electricity department.

The total ordinary expenditure for the year is figured at Tls. 5,663,750 and the total ordinary income at Tls. 5,700,950.

ALL DEPARTMENTS INCREASE

Increases in the estimated ordinary expenditure for the various departments of the Municipality range from 10 to nearly 20 percent, the biggest jump being credited to the Public works department, which in 1921 is expected to spend Tls. 1,390,730, as against Tls. 1,189,110 estimated for 1920.

The amount allotted to the police department is Tls. 1,665,720, last year's estimate being Tls. 1,492,510, representing an increase of around 12 percent.

Something over 10 percent more than last year's allowance is mentioned for the educationa' department, which this year is scheduled to spend Tls. 341,560, not including stores. Stocks and stores for the various departments are set down as Tls. 829,410, which is about 50 percent higher than for 1920.

Interest, brokerage etc. for the new year is set at Tls. 512,510, over 100 percent in excess of last year's figures.

The finance department is allotted Tls. 152,010, as against Tls. 124,050 last year and the expenses of the secretariat are placed at Tls. 292,770; they were estimated at Tls. 265,970 for 1920.

The estimated cost of stores for the Volunteer Corps is Tls. 113,530, against Tls. 21,050 and for the Fire Brigade are Tls. 81,750 as against Tls. 47,400. The police department is to draw Tls. 136,260 for stores, as against Tls. 106,930 and the public works department Tls. 436,550, as compared with Tls. 334,350 estimated for 1920.

NAVY LEAGUE GETS JUDGMENT FOR RIGHT OF WAY

Mr. A. L. Anderson, However, Will Carry Case Further In Land Dispute

Judgment in favor of the trustees of the Navy League, granting them a declaration that they are entitled to a right of way to their land in the Western district—off Siccawei Road—and an injunction against any blocking up of the way, was given yesterday by Judge Skinner Turner in the British Supreme Court in connection with the action brought against Mr. A. L. Anderson.

The Court went at great length into the history of the land, the various transactions involving it and the stipulations as to the right of way, and found that, in spite of the fact that the League had not done all it should have done to keep that right clear since acquiring the property, the right did exist and could not be taken to have been abandoned.

Mr. E. L. Hartopp, appearing for the defendant, stated that Mr. Anderson desired to carry the matter further and asked a reasonable time during which he would not be obliged to take a gate away from the strip of land involved. The Court stated that defendant either had to go to the Full Court here in one month, or to London, for which he had fifteen days. Mr. R. E. S. Gregson, appearing for the plaintiffs, agreed that in the event of further litigation no purchaser of plaintiffs' property was likely to come forward and it was accordingly agreed to suspend the issue of the injunction for one month.

SERIOUS FIGHTING

(*Staff Wire To* THE CHINA PRESS)

Hankow, April 2.—A report from Chungking states that serious fighting between the forces of Liu Chen-hou, former Northern Szechuen Tuchun, and Hsiun Kowu present Tuchun of Szechuen, has taken place north of Chengtu. Liu is advancing towards Mienchow.

Liu Hsiang, formerly a Hsiung supporter, who has hitherto remained neutral, has been won over by Liu and both are now hemming in Hsiung by two separate routes.

The Peking government has ordered Chen Shu-fang, the Shensi Tuchun, to support Liu Chen-hou in this struggle, while Hsiung Kowu has telegraphed Wang Chuanyuan, Tuchun of Hupeh, for assistance. Tuchun Wang has refused to comply with the request of the Szechuen militarist.

This Is How Mrs. Harding & Mrs. Coolidge Make Pies For Distinguished Hubbies

Washington, Jan. 29.—Chicken pie a la Harding was the piece de resistance in the feature dinner staged for members of the National Press Club here last week. Mrs. Harding herself furnished the recipe to the club chef, with explicit directions for assembling a chicken pie just as it finds its way to the plate of the President-elect.

Mrs. Addie Worth Bagley Daniels submitted the specifications for a cream of tomato soup which is said to have found much favor with the Secretary of the Navy, and with that the Press Club members led off the dinner. Mrs. Grace Coolidge's blueberry pie, bearing the indorsement of the Vice-President elect, held the desert role.

Miss Alice Robertson, Oklahoma's Representative in Congress, submitted a recipe for fruit custard pudding. The pudding was not reproduced upon the Press Club table, but the directions for making it were, as in the case of the other dishes, set forth in full upon the menu card, which is expected to take its rank among the foremost cook books.

Chicken Pie a la Harding

Mrs. Harding's chicken-pie recipe is as follows:

Use chicken or neck of veal. Cook thoroughly (until bones fall out if veal is used). Cut in small pieces.

Peel small potatoes and one onion. Cook all in broth and season the whole with pepper and salt to taste.

Make rich pastry by using:
- 1½ pints of flour
- 1½ cups of lard
- 1 teaspoon salt
- 2 heaping teaspoons baking powder.

Add sufficient sweet milk to make soft dough to roll. Line cooking dish with dough. Bake in quick oven. When nicely brown pour in the prepared stew. Cover top with thin layer of the dough. Put back in oven and brown. Thicken remaining broth with a little flour and serve.

N. B.—The secret of this dish is baking the lower crust before putting into the baking dish the contents of the pie.

Mrs. Daniels's Soup

Mrs. Addie Worth Bagley Daniels's recipe is:
- ½ can tomatoes
- 2 teaspoons sugar
- ¼ teaspoon soda
- quart milk
- 1 slice onion
- 4 tablespoons flour
- 1 teaspoon salt
- ½ teaspoon pepper
- 1-3 cup butter.

Scald milk with onion. Remove onion and thicken milk with flour. Dilute with cold water until thin enough to pour, being careful that the mixture is free from lumps. Cook twenty minutes, stirring constantly at first. Cook tomatoes with the sugar fifteen minutes, add soda and rub through a sieve. Combine mixtures and add butter, salt and pepper. Serve with whipped cream on top.

Mrs. Coolidge's Pie

Pie "a la Coolidge" is a simple matter, after all. Mrs. Coolidge wrote:

"I have your letter of January 10, asking for my apple pie recipe. As a matter of fact, there has been a little confusion in regard to those pies. The original pie of which I told a woman press agent was a composition of apple and blueberry—rather a combination of said fruits. I have no definite recipe for this pie, but it is made with two crusts and is half-apple and half-blueberry. Either fresh or canned blueberries may be used.

"I am sorry that my chief claim to fame in your friends' estimation turns out to be so wabbly.

"Hoping that the Press Club will not go hungry because of my failure to live up to my reputation, I am very penitently yours,

"GRACE COOLIDGE."

RED CROSS MEN MEET

Major Emmett W. White, chairman of the insular and foreign divisions of the American Red Cross, held a conference yesterday with members of the China Central Committee and reported on the work being done by the organisation in the famine areas.

Moving pictures of the road building being conducted have been made and will be screened here at an early date. The Red Cross is building roads in Shantung, Chihli and Shensi provinces.

At yesterday's meeting a committee was appointed to reorganise the Shanghai chapter.

NANKING OUT TODAY

The China Mail Steamship Company liner Nanking will arrive from Hongkong at Woosung at 9 o'clock this morning.

The tender Victoria to meet the steamer will leave the Customs Jetty at 7:30 a.m. and is expected to return about 11:30 a.m. The tender Victoria with outgoing passengers, mail and hand-baggage will leave the Customs Jetty at 4 o'clock this afternoon. The Nanking goes to San Francisco.

The China sailed from San Francisco on Thursday, March 31, as per schedule, and is due to arrive at this port via Honolulu, Yokohama and Nagasaki on April 24.

THOROUGHBRED HORSES ARRIVE FROM FRANCE

Japanese Government Hopes To Improve Breed Of Artillery Animals

—Thirteen horses bought by the Japanese Government from France, and shipped from Antwerp on the Hukata Maru of the Nippon Yusen Kaisha. The animals were in charge of Mr. J. Durrant and the shipment in the Belgian port was made by Nozawa and Company, the latter acting on behalf of the military authorities.

The horses are all chestnut colored thoroughbreds suitable for the breeding of horses for pulling heavy artillery wagons. They are valued variously, ranging from Y12,000 to Y30,000 a head. Owing to the unusually long time required during the voyage, the horses suffered a great deal. Leaving Antwerp on December 13, the ship went to Cape Town where she was compelled to stay nearly two weeks because of a very slow handling of freight at that port.

Making Sure of Baby's Health
IT is widely known that dairy milk carries germs of diseases, and so serious is the danger of infection that medical specialists repeatedly utter strong warnings. How readily young babies fall victims can well be understood.
The 'Allenburys' Foods provide the requisite nourishment in a pure and portable form free from germs.
A PURE & COMPLETE DIETARY
The Allenburys Foods
MILK FOOD No. 1 From birth to 3 months
MILK FOOD No. 2 From 3 to 6 months
MALTED FOOD No. 3 From 6 months upwards
Allen & Hanburys Ltd. London.

All Records For Marriages In Berlin And Vienna Broken

Government Housing Preference And 'Two-Live-Cheaper-Than-One' Adage Held Responsible

Berlin, (By Mail.)—The shortage of houses and the high cost of living are no longer considered serious obstacles by the youth of Vienna and Berlin who are contemplating matrimonial ventures. On the contrary, a newly acquired bride is a valuable asset, as all persons recently married have been placed on the preferred list in the Government housing bureau. Moreover, it is an actual fact, according to one investigator, that two can live in one house cheaper than one in a hotel, so that marriage has become a sound business proposition, especially if the prospective wife has a profession and can contribute to the family income. In keeping with the idea of making the undertaking a paying proposition expensive honeymoons now are out of the question.

There were 1,300 marriages in Vienna one Sunday, during the height of the carnival season, and 53,000 in Berlin during the last year, which breaks all records in the two cities. According to estimates published, Berlin figures it is twice as many as were performed during the war period and 50 percent more than in the years immediately preceeding.

The increase is said to be due to the fact that the number of marriages was below normal for four years and the accumulated surplus of single men now is rapidly being picked off. Approximately 3,000,000 women are doomed to disappointment, however, as they now outnumber the men in Germany to that extent. The keen competition for husbands is one of the factors held responsible for the unparalleled increase in the number of divorces which, during the last 12 months surpassed the number of marriages in the average year before the war.

THE LOCAL DOCKYARDS, COTTON, SILK AND JUTE MILLS, TRAMWAYS, PUBLIC WORKS DEPARTMENT, PRINTINGWORKS, GARAGES, DYEWORKS, TOBACCO MANUFACTURERS, MACHINE SHOPS, ETC. ARE USING

Registered Trade Mark

"SCANDINAVIA"

M.C.M. (19th century) BELTING

It successfully competes in countries with domestic manufactures.

WHY?

Strength is combined with pliability.
Can be run slack.
Absolutely impregnated with preservative material.
Not a stitched Belt.
Driving force efficiently transmitted.
Initial cost low.
Not composed of "Laps."
Acknowledged the **STANDARD** Belt.
Valuable on account of durability.
Interesting to all manufacturers.
And last but not least is **ECONOMICAL.**

STOCKS CARRIED IN SHANGHAI

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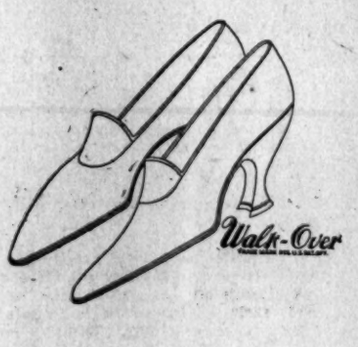
'Phone Central 2056



WALK-OVER SHOES

NEW SPRING FOOTWEAR

Fascinating Models

A revelation in master craftsmanship, fine fitting lasts and patterns, and exceptional quality, at reasonable prices.

Phoenix Silk Hosiery For Men and Women.

WALK-OVER SHOE STORE

24 NANKING ROAD

Prompt attention given mail orders.

THIS BUSINESS IS GROWIMG FAST.

THE SMALL INVESTORS' COMPANY

WE HAVE RECEIVED OVER 380 ENQUIRIES RE SHARES and Have Done Business in Most Cases.

The Demand for the Shares of Reputable Local Concerns in Small Lots is Very Great and We are Meeting it at Current Market Prices.

WE SELL FOR CASH (Smallest Amount Tls. 100), Plus 1 Per Cent. Brokerage (Minimum Tls. 2).
WE BUY FOR CASH (Smallest Amount Tls. 100), Less 1 Per cent. Brokerage (Minimum Tls. 2).
IT COSTS US ½ Per cent. to Buy from Local Stock Exchanges. We do No Forward Business.

WE WILL SELL FOR CASH

ANY QUANTITY OF SHARES VALUE Tls. 100, or Over.

RUBBERS.				INDUSTRIALS, ETC.			
ALMA	at around Tls.		3½.	LANGKATS	at around Tls.		13¼.
ANGLO DUTCH	„ „	„	2½	YANGTSZEPOO INSCES	„ „		$25½.
ANGLO JAVAS	„ „	„	5¾	YANGTSZEPOO COTTONS	„ „		Tls. 23½
CHEMORS	„ „	„	0.50.	EWO COTTONS	„ „	„	400.
JAVA CONSOLIDATED	„ „	„	7¼.	ORIENTAL COTTONS	„ „	„	14¼.
KROEWOEKS	„ „	„	8.	HONGKONG & SHANGHAI BANK	„ „		$870.
REPAHS	„ „	„	60 cts	SHANGHAI TUGS	„ „	Tls.	44.
SUNGALAS	„ „	„	45 cts	NEW ENGINEERINGS	„ „	„	26.
TAIPINGS	„ „	„	70 cts	SHANGHAI DOCKS	„ „	„	141.
TEBONGS	„ „	„	8½.	SHANGHAI LANDS	„ „	„	78.
ZIANGBES	„ „	„	2¾.				

15 LOTS of 10 CULTY DAIRY @ Tls. 10 (12½ % discount to Shareholder)
18 LOTS of 4 TELEPHONES at around 87 (20% discount to Shareholder)

CASH, Plus 1 %
NO FORWARD BUSINESS.

THE SMALL INVESTORS' COMPANY,
DOUGLAS FLEMING, *Manager.*

8a Peking Road, (1st Floor).
Telephone Central 977.

AT WHITEAWAY'S

SIGNS OF SPRING

IN MERCHANDISE

Suitable for immediate wear, Interesting items of apparel selected at random from our immense stocks

(Peggy)
Exceptionally Dainty Blouse
In White Voile finely embroidered panel front and trimmed with val lace. Exact to sketch.
Price **$9.50**

Lisle Hose
H. R. Morley superior quality lisle double suspender tops Black and White.
Price **$1.50**

Ladies Parasols
We just received the latest creation in ladies sunshade Silk. Taffeta poplin Etc
Price Frem **6.50** to **27.00** each

Filanced Cotton Hose
American made stocking full fashioned double tops.
Black and White
Price **$1.00** pair

Handsome Afternoon Gown
In knitted silk. The skirt is Plain Cream with a large check of Peacock Blue The Jumper top is of silk Peacock Blue.
Price **$95.00**

Phoenix Silk Hose
Full fashioned leg reinforced feet double lisle suspender tops Shades Black, White, Tan.
Price **$3.95**

The Season's Blouse
In White Voile embroidered front and trimmed with fine val lace.
Price **$12.75**

Kayser Silk Hose
Marvel stripe full fashioned leg double silk and lisle tops. A perfect wearing stocking in Black and White. Price **$7.50** pair

Exceptionally Dainty Blouse.
In fine White Voile, with the new neck band of Black ribbon velvet trimmed with narrow val lace.
Price **$10.50**

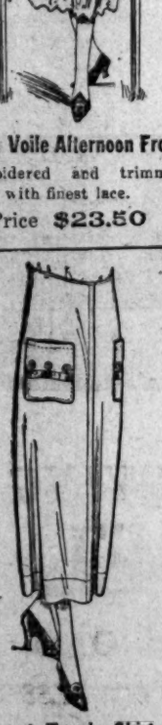
Spun Silk Combination
Exact to sketch ideal garment for present wear.
Price **$16.50** pair

(Betty) A particularly attractive Blouse made of White Voile, with handkerchief front prettily embroidered and trimmed with fine narrow val lace. Price **$11.00**

Dot Silk Hose
English made stocking 12 inch pure silk leg double lisle tops Shade Black, White, Fawn, Grey.
Price **$7.50** pair

A becoming Hat in fine tagal straw Suitable for all occasions Trimmed ribbon band in Tussore, Saxe Helio Navy
Price $12.50

White Voile Afternoon Frock
Embroidered and trimmed with finest lace.
Price **$23.50**



Smart Tennis Skirt
In first quality soft cream serge, with Navy or Sky pin stripe.
Price **$24.50**

DAINTY WHITE VOILE FROCK
With square neck, trimmed narrow Val Lace finely embroidered Pansi front, finished off at waist with wide Pale Blue satin ribbon.
Price **$18.50**

A Splendid Offer
IN A PRETTY COSTUME
With smart three quarter coat, collar and cuffs, trimmed with coney seal.
Price **$95.00**

FLORENCE ROBE
The new rose and very latest design in White Net, handsomely embroidered front, with square neck, finished with Filet lace Exceptional value.
Price **$18.50**

(Dorothy) Smart And Dainty Frock
In White Voile of finest quality Round neck, finished with accordion pleated frill, flounced skirt.
Price **$22.50**

THE DOROTHY BLOUSE
Dainty and attractive, the latest design Composed of White Voile, with a long embroidered revere, edged val lace.
Price **$9.50**

Well Tailored Navy Blue Costume
With three-quarter coat, split sides, trimmed tuttors
Price $65.00

An Inexpensive and Useful Robe
Composed of White Voile, trimmed and finely embroidered.
Price $9.50

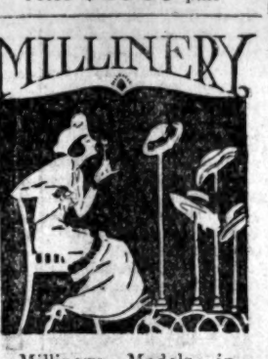
Charming Blouse.
Composed of finest quality White Voile with plain hemstitched collar and embroidered front.
Price **$9.50**

An Attractive Voile Frock
In an Oriental design in colourings of Pink and Grey. Neatly hemstitched round the square neck, cuffs and vest.
Price **$21.50**

An Exceptionally Smart Coat Frock for Spring Wear
Composed of Grey Gabardine, trimmed with Navy, similar to sketch.
Price **$52.75**

White Voile Frock
Latest design, with small waistcoat effect, trimmed small crochet buttons, and Pale Blue sash, stitched skirt
Price **$18.50**

Cream Cotton Gabardine Tennis Skirt
Well cut, all sizes in stock.
Price **$14.50**



Millinery Models in great variety New shipments always arriving.

Spun Silk Vests
As sketch pure silk 2/1 knit neck suitable for evening wear.
Price **$7.50** each

Onyx Hose
American silk stocking perfect fitting shaped ankle Tan Grey, Black White Nigger.
Price **$3.50** pair

Fine Voile Afternoon Gown
In a pretty shade of Prune with an all-over design in a contrasting shade of Fawn.
Price **$22.50**

WHITEAWAY, LAIDLAW & COMPANY, LIMITED, SHANGHAI

TERMS CASH "WAYLOO CORNER" NO CREDIT

NANKING ROAD —— SZECHUEN ROAD

St. Joseph's Association To Open Sailors Hostel

Catholic Organisation Plans Club At 148K Boone Road For Men Of All Nationalities And Creeds

A unique style of sailors' hostel that will differ from anything hitherto founded in Shanghai is to be opened late this month at 148 K Boone Road by St. Joseph's Catholic Association. Though the hostel is to be primarily for Catholic sailors of all nationalities, men of other faiths may also use its privileges. There will be no services on the premises and the organisation will not be run on "pi" lines, as the sailors describe forcibly applied religion.

It is the aim of the organisers to get away as far as possible from any hint of bestowing charity. Sailors, they maintain, dislike excessively anything that flavors of patronising or paternalism. They demand to be recognised as men competent to control their own actions, and to be met in a man-to-man fashion that does not suggest that they need a guardian.

In line with this policy, the organisers have decided not to run the hostel on a prohibition basis. The downstairs social hall is to have a small, semi-circular bar where the best-grade liquors will be disposed of in moderate quantities. The founders emphasise however, that no rowdyism or drunkeness will be tolerated and that men who abuse the liquor privilege will not be permitted the use of the hostel. A tavern license has already been applied for.

BEDS FOR THIRTY

The plan of the quarters includes comfortable clubrooms on the ground floor, fitted up with billiardtables, writingdesks, book shelves, and apparatus for games. Sleeping accommodations for at least thirty men will be provided upstairs, though the dormitory quarters probably will not be completed at the time that the clubrooms are to be opened. A bed, breakfast, and dinner will be given for the smallest charge praticable. Two or three generous promises of a financial assistance have already been received by the organisation, but more money is needed to assure the men a maximum degree of comfort. St. Joseph's Association will also appreciate gifts of furniture or bedding that would expedite the opening of the dormitory accommodations.

A foreign resident superintendent will look after the details incident to running the establishment and members of St. Joseph's Association are to take turns spending the evening at the hostel and dining with the men, so as to come into close personal touch with them. The organisers hope also to make arrangements with the cinema theaters of the city, whereby tickets may be secured at reduced rates by sailors visiting the hostel.

NEED OF INSTITUTION

St. Joseph's Catholic Association emphasises the fact that the hostel is not being opened to compete with other institutions of the same sort already in existence. Sailors from warships and merchant vessels of a dozen nationalities who frequent Shanghai would find 20 hostels none too many, and the crowded condition of such clubrooms shows that the demand is at present far exceeding the supply. A plan to come in touch with sailors as soon as they reach this port is being worked out by the organisation. By supplying a chance for wholesome fellowship and recreation, the hostel will undoubtedly lead to a reduction in the number of men who are driven by sheer loneliness to seek low dives and unsavory company.

IS NEW ASSOCIATION

St. Joseph's Catholic Association is one of the most energetic religious societies of Shanghai. Its objects are to welcome Catholics of all nationalities arriving in the city and to engage in parochial work of a social service nature. It is preparing a register of Catholic homes where boarders may be accommodated, thus helping to solve Shanghai's well-advertised housing problem.

The members are looking forward to the establishment of an employment bureau and the publishing of a monthly magazine. A guide-book to the city that will stress Roman Catholic mission work is also being prepared. St. Joseph's Association has started a League of Converts and a Catholic Evidence Guild will soon be inaugurated. It has headquarters at 13 Avenue Edward VII., and a membership of 120, including British, Americans, French, Italians and Portuguese.

The officers are: patron, His Lordship, Bishop Paris; president, the Reverend Father J. A. Croke, S.J.; vice-president, Cecil Holliday; secretary, Harold C. Norman; treasurer, Charles J. White; and councillors, J. E. Doyle, J. F. Feely, M. Gibson, and M. Rich.

SCHWAB ON JOB SCARED GERMANY

His Selection As Shipbuilding Director Also Heartened The Allies, Hurley Says

Washington, Feb. 12.—Edward N. Hurley, of Chicago, former Chairman of the United States Shipping Board, defended the board's policy of shipbuilding during the war, in appearing today before the House committee investigating shipbuilding activities. He advocated the junking of wooden ships, charging them up to war losses, and insisted that the Government should not operate its steel ships, but should dispose of them as rapidly as possible.

Before submitting himself to questions Mr. Hurley read a statement in which he reviewed the history of his administration of shipbuilding during the war. He paid a high tribute to Charles M. Schwab, who, he said, made it possible by his taking charge of actual ship construction to build more ships than the Germans sank by their submarines.

"Many months after Mr. Schwab had so well performed his work I attended the Peace Conference and was told by M. Clemenceau that the appointment of Mr. Schwab had frightened the Germans, heartened the French and enthused the British," added the witness. "I know this appointment inspired the American people to get behind the shipbuilding program.

"Mr. Schwab remained in that capacity until after the signing of the armistice, when Mr. Piez succeeded him as Director General. When that period of development was reached, when we began to have a formidable fleet of vessels for operation, I reqested J. H. Rosseter, one of the most efficient ship operators in the United States, to become the director of operations, and he organised that branch of the corporation's activities. In the meantime, we called upon such prominent men in the shipping world as P. A. S. Franklin, H. H. Raymond, Frank A. Munson and others of like experience to act in advisory capacities for the guidance of the Board.

"But even men of such caliber could not successfully surmount all of the difficulties which attended our task. We were not a great shipbuilding nation at that time. The report of the census showed that when we entered the war there were only about 44,000 persons engaged in the shipbuilding industry. A drive was started in the Fall of 1917 for men who would volunteer to become shipyard workers and more than 280,000 men, representing about eighty different trades and vocations, were listed. Many of them, of course, were not competent, but at the peak of our activities there were employed in the shipyards of the country 381,000 persons and in addition upward of 200,000 in allied industries providing ship material, supplies and equipment.

"It was natural, therefore, in this enormous expansion, involving a tremendous industrial reorganisation, that many unpreventable mistakes should develop. They were inherent in the job itself. An equally unfortunate condition of affairs prevailed with respect to ship operations. We had not been a maritime nation for more than fifty years and in consequence Americans of seafaring experience and competent to manage and operate ships were largely lacking. Here, too, a personnel had to be developed, and this pertained to operators as well as to officers and crews."

It was estimated by Mr. Hurley that Government-owned ships could not be sold to private owners at once and that at least four years would be consumed before the transfer could be completed profitably. "But I want to say that I am positively opposed to the operation of a fleet of merchant vessels by the Government," he added.

Mr. Hurley expressed the opinion that American ships could compete with the ships of any other nation despite the La Follette Seaman's act, which imposed a heavier operating expense upon ships of American registry. "But this is not a great handicap," he added, "because the labor costs represent only about 10 percent of the total cost of operating a ship."

FISHERY RIGHTS

(Reuter's Pacific Service)

Tokio, April 2.—According to the Jiji the Cabinet has decided to recognise the rights of Japanese fishers in the districts on the east Russian coast rightfully belonging to them in accordance with the Fishing Agreement, to fix the leases and dues on the basis of the previous rates and to afford the completest possible protection to fishers engaging in their lawful trade.

This decision, says the Jiji, is not designed for the establishment of a new right but for the maintenance of a right that has been legitimately acquired.

GIVENS LEAVING ON HOME LEAVE THIS AFTERNOON

Presentation Made To Detective Inspector By His Associates On Force

Detective Inspector T. P. Givens, of the Criminal Investigation Department, who is sailing today on the Empress of Asia on his first leave of absence in eight years, was presented by members of the C.I.D. yesterday with a token of regard, a leather set, including a trunk, a collar box, and a leather writing case.

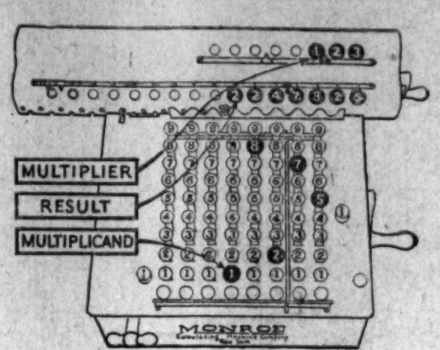
Inspector Cruickshank made the presentation with a little speech recalling the pleasant relations always existant between Mr. Givens and his associates in the C.I.D., and concluding with the heartfelt wishes of the whole force for a pleasant voyage and a speedy return.

Detective Givens has been engaged in confidential inquiry and office work for the past five years and has an exceptional record. Although he has attended the Mixed Court on few occasions he has been commended several times by the Assessors hearing cases in which he conducted the prosecution.

At the conclusion of the general strike during the boycott against Japan in the Summer of 1919, the Commissioner of Police commended Givens for his "exceptionally good work." He has also been commended from the Bench at the Mixed Court by British Assessors Grant Jones and Byrne, American Assessor Hadley and Mr. Shirmer, former German Assessor. All were high in their praises of work done by Givens in securing evidence against men charged.

Another presentation was made yesterday to Chief Inspector J. MacGregor, on behalf of the staff of the West Hongkew station, on the occasion of the Chief's transfer to Hongkew. The gift was a silver cigarette case. Sub-Inspector Prince made the presentation speech.

MONROE



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U.S. Building 10 Mightiest Warships; $431,950,000

Six Other New Cruisers Cost $215,559,186; Ten Scout Cruisers, 300 Destroyers And More Submarines Than Britain Has Form Program

Here are the first official Navy Department figures of the American warcraft of the 1916 program which Great Britain has been persistently campaigning to have America stop building because their completion means loss of British supremacy on the seas.

President Harding has made it plain to members of the Senate and House who have conferred with him on naval matters that he will use these ships as a leverage at the international conference he will call soon to obtain terms of an agreement for disarmament which will be satisfactory to the United States.

He will demand that whatever agreement is reached must be predicated upon completion of the 1916 program. This will place the United States at least on an equality with Great Britain on the sea. Some naval experts claim, because of the great superiority of these ships over the British vessels and their greater gun power, they will put this country in first place.

Mr. Harding's plan is for proportional disarmament. Under this plan reduction would begin from the bottom. This would leave the United States with a brand-new navy, in which all the lessons of the war have been taken advantage of, while many of the British warships were built before the lessons of the war were available.

The new vessels include ten battleships, six battle cruisers and ten scout cruisers. In addition, this country will have, when the 1916 program is completed, 300 new destroyers and more submarines than Great Britain, it is claimed.

KEELS ALREADY LAID

All these vessels have been laid down. Two or three of the battleships will be finished before the end of this year. The others will be commissioned by the end of 1925 or early in 1926, according to present plans.

All ten scout cruisers will be out by the end of the next year. Some now are nearing completion.

The battle-cruisers will be finished in 1926, possibly by the end of 1925.

Six of the battleships have been completely changed in design as a result of the lessons taught by the war. They will be 684 feet long, 105 feet wide, of 43,000 tons displacement, and make a speed of 23 knots. They will cost $43,195,000 each when complete.

This type will carry twelve 16-inch guns; sixteen 5-inch guns; four 3-inch anti-aircraft guns; four salute guns and two 21-inch torpedo tubes.

Their complement will be 1,400 men.

ALL MODERNLY EQUIPPED

The four battleships of smaller type will be 624 feet long; 97 feet 3¼ inches wide, of 32,600 tons displacement, and will have a speed of 21 knots. They will cost $38,500,000.

They will carry eight 16-inch guns; fourteen 5-inch guns; two 3-inch anti-aircraft guns; four salute guns, and two 21-inch torpedo tubes.

Their complement will be 1,200 men.

The names of the ten battleships and the yards where they are being built are: Colorado and Washington at New York Shipbuilding Company; Maryland, West Virginia and Iowa, at Newport News; South Dakota and Indiana, at New York Navy Yard; Montana, at Mare Island Navy Yard; North Carolina, at Norfolk Navy Yard; Massachusetts, at the Fore River yard.

Both the battleships and battle-cruisers are equipped with the latest anti-submarine devices and protection and are also protected against aircraft with the latest protective decks, etc. They likewise will be fitted with airplane launching platforms.

SUPER-OFFENSIVE TYPES

The great battle-cruisers will be the last word in offensive warship construction. They will be 874 feet long and 101 feet 8¼ inches wide. They will be of 43,500 tons displacement.

These ships will depend on speed and powerful guns, rather than on heavy armor. They will make 33.25 knots speed and carry twelve 16-inch guns; sixteen six-inch guns; four 3-inch anti-aircraft guns; four salute guns; eight 21-inch torpedo tubes, four submerged and four above the waterline.

An idea of their great size is gained from the fact that they will be equipped with 16 giant boilers and electric drive developing 180,000 horsepower, whereas the largest battleship now afloat develops less than 40,000 horsepower.

For further comparison, the Oregon and Indiana type, built in 1890, were of 10,288 tons displacement.

The battle-cruisers will cost $35,926,531, and their complement will be 1,306 men. The names of the six vessels of this type and the points where they are building are: Constellation, Philadelphia Navy Yard; Constitution, Newport News; Lexington, Fore River; Ranger, Newport News; Saratoga, New York Shipbuilding Company; United States, Philadelphia Navy Yard.

SCOUT CRUISERS DESCRIBED

The scout cruisers are 555 feet long and 55 feet wide. They will be of 7,100 tons displacement and will make 35 knots speed. These vessels will serve as fleet leaders, maneuvring with the destroyers.

They will carry eight 6-inch guns, two 3-inch anti-aircraft guns, two salute guns and two 21-inch torpedo tubes.

Their complement will be 300 men.

The names of the scouts and the points at which they are building are: Omaha, Milwaukee and Cincinnati, at the Todd Dry Dock and Construction Corporation's yard in Seattle; Raleigh and Detroit, at Fore River; Richmond, Concord; Trenton, Marblehead and Memphis, at Cramps.

German Police Are Forbidden Monocle

Prussian Official Says Habit 'Rests On External Grounds, Not Shortness Of Sight'

London, Jan. 29.—An evidence of the new spirit of democratic Germany is shown in a new decree barring the use of the monocle by police officers. Formerly the single eye-glass was the mark of the distinguished soldier and official, his tag as a "schneidig" officer. But the day of the militarist apparently has passed. Herr Severing, Prussian Minister of the Interior, has just issued an order that the monocle be no longer worn. He says that he has noticed that despite many hints the glass is still worn by superior officers of the police force.

"This phenomenon," says Herr Severing, "rests on external grounds and not on one-sided shortness of sight." He demands that "this unseasonable habit must in the future disappear."

The position of the police, he says, "must be based on sense of duty, knowledge and tact and not on aberrations of the above mentioned kind."

VIENNA POVERTY SPURS GENIUS FOR INVENTING JOBS

Old Methods Of Earning Living In Other Days No Longer Useful

DANCE IN PUBLIC FOR PAY

Sifters Of Refuse Find So Much Profit Capitalists Crowd Them Out

Vienna, Jan. 8.—The Viennese of the poorer classes have always been noted for inventing queer jobs to get a living by.

The "carriage-door-opener" waited for the close of theater performances to open and shut carriage-doors for those that drove away, who willingly gave a tip for this voluntary service.

The "waterman" at cabstands washed the spokes of the wheels and the hoofs of the horses when the cab came back from a drive, and this useful work was paid for by the fare, not by the coachman, who was too proud to do it.

AID FOR THE LOTTERY SHY

Outside the Government lottery office an old woman would offer to play the numbers or even to advise what numbers to play if any person lingering near looked too shy to enter the shop.

These and a great many other jobs of the same kind no longer exist, since Vienna has been struck down by misfortune and her citizens have no money for anything but the bare necessaries of life. Those who lived and even thrived on the generosity of the passerby have had to look for other jobs and have found some that could never have been thought of anywhere but among a people which is, indeed, a prey to extreme misery.

On the outskirts of the city, where big factories are surmounted by high chimneys, there is still much building ground waiting for future enterprise. Here enormous mounds of refuse have accumulated, consisting chiefly of ashes and dross. Some poor woman who could not bear the sight of her children shivering around the cold stove, may have been the first to visit the refuse heaps with a hook and basket in search of bits of unconsumed coal. Her example was soon followed, and in the course of bitter winters the number of people grabbing for coke increased to a small army.

RICH TAKE A HAND

Next man to appear on the stage of this new profession was the capitalist, who took over the product of the coke-grabbers' efforts and distributed it to the channels of underhand traffic. Some of these have already become millionaires—of course, Austrian crown millionaires.

A very short time ago students of the highest class in the best grammar school of Vienna (the Schottengymnasium) were caught in the act of selling an enormous quantity of fire-wood (which did not exist) to a syndicate of bankers. The students had formed a stock company and were buying and selling on speculation to the amount of millions. The ringleaders were turned out, and had to return to small speculations on Change to get the pocket money which flowed so abundantly when they were shareholders.

The grammar school boys of Vienna all object to learning Greek and Latin when other than intellectual professions pay so much better.

GENTEEL DANCERS FOR HIRE

In one of the most popular night restaurants an elegant couple appears every evening at the same hour and is welcomed enthusiastically by the owner and his regular guests. These two open the dance with a fox trot around the room. They are generally considered the most faithful guests of the place. Only a small number are in the secret of their real character. The man is the son of one of the wealthiest manufacturers of Vienna. The woman is his wife, whom he married against the will of a purse-proud father. The 10,000 crowns a month paid by the father to the prodigal are not sufficient to keep this lively young pair in clothing and food, so they resolve to earn their bread. But the only thing in the world that they could do well was to fox trot. The exquisite way in which they danced together in their courting days made them generally admired. Now the owner of the night restaurant pays them 40,000 crowns a month, treats them with the greatest respect as the most honored guests of the place and gives them an excellent champagne supper every night. Why should boys learn Greek and Latin, when trotting promises so much more brilliant a career?

Business ethics and morals certainly have gone astray, but only a Pharisee could blame this people on that account. When the firm basis of the country's economical existence disappeared everything else broke down at the same time. It will be for Europe and all civilised countries to help Austria regain her economical basis. When that is accomplished the Austrians will soon find their moral balance again.

HOW TO REGAIN VIGOUR

Thin blood robs men and women of their efficiency. The victim of anaemia, or thin blood, cannot do a fair day's work, mental or physical. The disease robs the brain of power to think just as it robs the body of power to work. Anaemic people bear weak children. The progress of the disease, therefore, is a menace to posterity.

The remedy is to build up the blood, for rich, red blood gives vigour and stamina. The thin-blooded are the first to succumb to epidemic disease. Hard work and worry, a shock or a great grief, rapidly absorb their strength, shatter their nerves and weaken the action of heart, stomach and liver.

If you are lacking in vigour, ambition and endurance you should begin at once to supply the body with the missing elements. People who catch cold easily and fail to throw it off in a short time, those who suffer from indigestion nervousness, fainting spells, weakness palpitation of the heart or chills, should begin treatment with the tonic which builds up the blood and improves the general health. Dr. Williams' pink pills act directly on the blood, giving it the elements needed to build up wasted tissues and strengthen feeble nerves. In a surprisingly short time the sparkle will return to the eye, colour to the cheeks and spring to the step.

Get a bottle of Dr. Williams' pink pills today at the nearest drug store and begin the treatment. One pill after each meal for a few days will show wonderful results in most anaemic conditions. Dr. Williams' pink pills will be mailed postpaid, on receipt of price, $1.50 per bottle, or $8 for 6 bottles, by the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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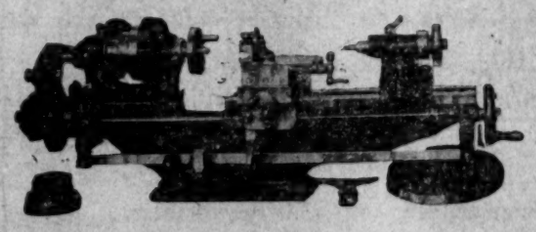

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Germany's Ability To Pay

Contention Is Advanced That She Is Deceitful, Using Methods As In Wartime

By WALTER LITTLEFIELD

In the present situation there is apparently no formula by which the Germans may be justly penalised and at the same time made to deliver an indemnity which shall even remotely approach the cost of the war to the Allies. It is even doubtful if such a formula could be evolved from a situation brought about by the military occupation of Germany by the Allies and the administration of her principal sources of wealth by them. It remains, therefore, to seek a formula which will sufficiently penalise the German people until their Government will be forced to accept it, which at the same time will yield an indemnity whose amount, method and time of payment will preclude Germany from taking advantage of the superior intrinsic condition in which the war left her as compared with that of the Allies. Of the reality of this superior intrinsic condition there is no doubt whatever.

From the very beginning of the armistice period Germany has constantly labored to qualify, disparage, conceal or deny her intrinsic condition, while the Allies have as ardently labored to bring it into the light of day and to reveal its features. Of that fact there is no doubt.

While attempting to demonstrate that their financial condition was approaching bankruptcy, their economic condition unproductivity, the Germans, paradoxical as it may seem, have all along offered a definite indemnity in gold at remote periods of settlement. These offers have been rejected, because of the inadequacy of the sum offered, the suspicion that the security on which it was based was capable of guaranteeing a much higher amount, and because the conditions of payment would enable Germany to place the Allies at a disadvantage in a financial, economic and possibly a military sense.

The formula decided on by the Allies—an assessment equal to $55,000,000,000 with an additional sum equal to a tax of 12 percent on German exports, the whole to be liquidated within forty-two years—takes a sympathetic view of both the advertised chaotic condition of German finances and the known potential value of German industry and, at the same time, makes it possible to keep an eye upon the transference of that industry from potential to kinetic, while the adoption of the suggestion of the Italian Foreign Minister, that the current expenses incurred by Germany in maintaining the allied troops of occupation be so reduced as almost to equal the 12 percent tax on German exports, is plainly a sop thrown to her financial exigencies which will measurably aid her economic recovery. It is doubtful, however, whether France will permit such a concession without insisting on securing a position which will enable her to observe results and to obstruct those results should they become menacing. Germany has declared that the sum is beyond her means—that the method suggested to produce it is ruinous to her.

AN UNREPENTANT GERMANY

Before attempting to analyse the German "non possumus" and see how far it finds confirmation in the actual condition of the country, it seems proper to consider the mental attitude of the Germans and to make certain general observations, conclusively showing that the German dictum is at least open to question.

The Germans have made no confession of guilt; they still believe, or pretend to believe, that the war was forced upon them through the economic jealousy of Great Britain and the revenge of France, and that the United States was induced to give Germany the coup de grace so as not to lose the credits this country had advanced to the Allies.

They believe, or pretend to believe, that Germany was not defeated in a military, much less in an economic, sense; the delusion of the former, they say, reposes in the fact that the German High Command sincerely believed that the German civil authorities were negotiating in a manner which would secure for the empire the benefits of the letter of the Fourteen Points. This, however, is discounted by the confessions of the German military leaders, who, while admitting the impossibility of having been able to prosecute the war longer, place the blame on deterioration of morale, and not of arms, induced by the lowering of the morale of the civil population. In any event, certain facts are established:

Germany was not invaded; there was no destruction of the sources of production—factories, mines or farms—no destruction or robbery of machinery or farm implements; the need of labor was adequately met by intensified production, by drawing upon the unemployed, by the work of the war prisoners and by deported civilians from Belgium and France; the contraction of agriculture was offset by the farms of occupied France and Courland; the wear of railway rolling stock was replaced from the factories of Belgium and France and by Belgian and French locomotives and cars; and, finally, very little gold went abroad, for the simple reason that what it might have purchased could not be easily delivered except from Holland and Scandinavia. (On the contrary, gold was imported and credits were established abroad through the sale of German securities there, and now these credits are being availed of.)

In support of such of these statements as require verification is cited the report made for the German Government by Professor Gustav Cassel of Stockholm in 1917. It must be remembered, however, that Cassel was known as an ardent pro-German and may have been putting forward the facts which were at that time most favorable to Germany.

He was asked by the German Government to examine the financial and economic condition of the country when the war was half way through, with the idea of proving to the world that the condition of Germany, from every point of view, would enable her to prosecute the war much longer than could any of her enemies. His figures and conclusions indicate that, during the four years of war, Germany was practically self-contained. If they are accurate they offer a basis of judgment for the country's post-bellum condition.

The greatest obstacle to an adequate test of the trustworthiness of Germany's post-bellum statistics and hence to a just appraisement of her financial condition (Is it as bad as stated, and if so is the cause real or artificial?) has been the fact that during the war, save for propaganda purposes, the Berlin Government imparted very little information on the subject. Professor Cassel's figures, however, have been accepted in many quarters as trustworthy. His report is full of statistics to support his conclusions, but lack of space prevents repeating the figures here.

In commenting on Germany's resources Professor Cassel observes that the store of raw cotton was more than doubled by the occupation of Belgium; that the agriculture was measurably augmented from occupied France and Courland; that the 68,000,000 people required 10,200,000 tons of bread, giving 310 pounds to the population per head; that 95 percent of the population was satisfied by German meat; that calves born during the first two years of the war averaged 7,616,000; calves slaughtered, 8,100,000; swine slaughtered, 24,000,000.

Professor Cassel declares that when Germany's store of copper and zinc fell off in 1916 the kitchens of the country replenished the first and the booty of Belgium the second.

Germany's great armaments were due to her accumulations of iron ore and coal and to her foundries which utilised them. Before the war Rhenish Westphalia produced annually 5,000,000 tons of pig iron, forming about 40 percent of the total output of Germany and nearly 10 percent of that of the world; the same district contributed 80,000,000 tons of coal. There are no available figures of German production of these products since the war. It is asserted, however, that the Versailles Treaty, by diminishing the German territory, shortened the normal production—in coal 60 percent and iron 75 percent. But that was about the amount that the armaments annually absorbed. In the war Germany used her coal rapidly, but learned to conserve it by utilising, whenever possible, her enormous and constantly augmenting production of lignite, or brown coal. The scrap metal from her armaments must form a prodigious store serviceable for the arts of peace.

And so on—the Cassel report pictures the Germany of sound commercial status in 1917.

Is it possible that Germany from January, 1917, until November, 1918, could have so far deteriorated that even after a period of twenty-seven months of putting her house in order she cannot now pay the indemnity assessed by the Allies?

With all the artfulness that characterised her war propaganda Germany has staged the present situation. She began to develop it the time of the revolution in October, 1918. It took definite shape at the Weimar Assembly in the following March, and found its most alluring expression, made its most sympathetic appeal, at the third Brussels Financial Congress a month ago. At every point of development foreign publicists, particularly the 500 Americans who addressed a note of encouragement and support to the Allies in January, 1916, have been favored with specious records of Germany's augmenting poverty.

Scarcely had the Kaiser signed his abdication when, under the pretext of demobilisation and re-establishing production and industry, the country was flooded with paper currency which merely induced a whirl of extravagance. Since then the facts about German finances and trade and resources have been so befogged no man can tell exactly where the country stands, but the indications are that she is well able to pay what is demanded of her.

Apparent proofs of the artificial aspects of Germany's financial balance sheet are offered by her trade schedule, which has revived just as Professor Cassel said it would from the war stagnation forced upon it by Germany's isolation.

	Imports.
1913	$2,801,679,000
1919	8,094,000,000
1920	15,457,500,000
	Exports.
1913	$2,549,825,000
1919	2,514,250,000
1920	17,986,500,000

For the first time in April, 1920, German trade showed a favorable balance, which has been maintained ever since. Now it may be objected that while it is proper to figure the German mark in 1913 at four to the dollar, it is not proper to give it the same value in 1919 and 1920. That is right. On the other hand, it would not be proper to deem the mark worth only 1.0586 cents, the lowest exchange value reached. The average monthly rate for 1919 would give: Inports, $1,699,740,000; exports, $528,032,500; the higher average during 1920 would make the figures read for that year: Imports, $1,197,318,000; exports, $1,405,716,000. Still is it not proper to pay attention to the purchasing power of the mark in Germany, which is about five times what it is abroad? It is, therefore, not an exaggeration to assume that Germany has almost recovered her pre-war status in trade, and that, too, with a favorable trade balance—a circumstance undoubtedly appreciated by the Allies when they assessed a tax of 12 percent on German exports.

In the opinion of many students of the question, Germany can pay it, and Germany should be made to pay it in the nature and manner prescribed. Every postponement, all temporisation, merely strengthens the determination of the German people that they will not pay. Their defiance is only a question of time.

The lowering of values which followed the revolution, made necessary by an inflated currency, due to moral cowardice, has had no lasting effect upon the wealth of the nation nor upon its capacity to produce wealth. As was shown at the Brussels Congress, the inflated taxation was of the same nature as the inflated currency—both artificial exigencies invented to hide the truth. And this truth is just about what it was before the war, when a diversion of the war budget and the expenses incurred by maintaining the Kaiserlich crowd, added to a modicum of taxation, could with almost no effort have wiped out the indemnity now assessed against the imperial republic by her late enemies.

WOMAN SITTING ON CRIME JURY GIVES OLD BAILEY SHOCK

London, Feb. 18.—A new epoch began in the administration of criminal justice in London when, at the Old Bailey, women for the first time served on the juries and a forewoman returned the verdict in a case which was tried by a jury of herself and eleven men.

The time-honored phrase "Gentlemen of the jury" was altered to suit the occasion to "Lady and gentlemen of the jury."

Since the institution of the jury in far-off Anglo-Saxon days, none but men have acted as jurors.

No little historic importance, therefore, attaches to the event, though in the Midlands women jurors have already been seen and a forewoman has given the verdict.

In a clear and decisive voice a well-dressed woman announced the verdict.

She was the first forewoman of a jury that there has ever been in the most famous criminal court of the Empire, and her short speech was an historical event. The case was that of a Danish cooker named Harry Jorgensen, charged with firing a pistol at a dock policeman with intent to cause grievous bodily harm.

The jury was asked to consider the verdict. There was a rapid discussion in the box, and the one woman among the jury, who sat at the end of the front bench nearest to the Common Sergeant, spoke with keen interest to the jurymen.

The "lady and gentlemen of the jury," a title heard for the first time at the Old Bailey, were asked for the verdict. The woman stood up and gave the jury's decision, "There was no intention of doing bodily harm," without hesitation or nervousness.

The forewoman was Mrs. Helen Bumstead, of Adelaide road, Hampstead, a good looking woman with a keen face and alert eyes watching behind pince-nez. She wore a toque of black straw with osprey feathers and a fawn costume with a fur collar. All through the case, and the one following, she watched the witnesses and the prisoner, and heard the evidence with the greatest attention and understanding.

"Lady and gentlemen of the jury," said the Judge as he addressed the jury, speaking with an easy familiarity, as though the expression were not a revolutionary one.

In another court in the same building two women were sitting on a jury. One was a little, elderly figure in black with a sad face. She was a Hampstead boarding house keeper of sixty, and was obviously intensely conscious of her position. Before being called on to serve she confessed to her nervousness, but nevertheless she took her place without delay.

Besides her sat another middle-aged woman with a hat of blue silk and a stylish pink blouse and a fur collar on her coat. She was as uncomfortable as her neighbor. During the trial of the cases they sat stiffly, with expressionless faces, in marked contrast to the men on either side of them, who leaned forward on their elbows watching every step of the proceedings with absorbed interest. They agreed to two verdicts of "not guilty," one in a bigamy case and the other in a case of alleged theft.

When the Common Sergeant, a grave figure, had taken his place, an usher called out the opening formula of the day. He began: "You good men and women . . ."

Touching and humorous scenes followed with the calling up of the women. All were middle-aged and many were elderly. Some were in mourning and few seemed pleased with the work before them.

Of the twenty-four women who were called ten made excuses, while one did not appear. Of the ten who wished not to serve eight were granted release.

REPAIR IT NOW

Never neglect needed repair work. If the roof starts to leak, the windows rattle, doors sag, walls crumble and ceilings crack, the house is giving sure symptoms that it needs attention.

It's work that must be done sooner or later. Prescribe a little of the *right* kind of repairs *now* and save a great deal of the trouble and expense bound to be caused if minor house ailments are allowed to develop into serious disorders.

If the old building isn't right, *make it right.* Just a little overhauling puts new life in old homes or business buildings.

Repairs, replacements, additions and alterations all require good building materials. Not only can we supply the right materials but we can also tell you the right way to use them. Let us be your repair doctor—see us at once.

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Cream or milk, it is all the same. It is cream when it comes from the tin, and milk when diluted with an equal quantity of water.

PURE—CHEAP—WHOLESOME

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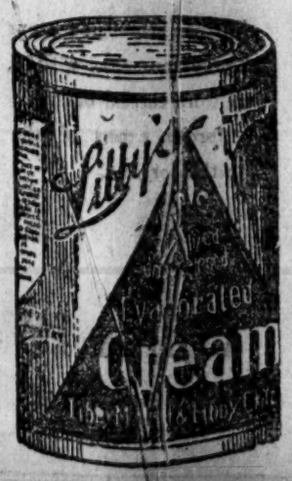

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A NEW CORSET

The "TREO" Elastic Girdle

Made of stout elastic webbing, slightly boned, fitted with 4 strong hose suspenders.

In white and pink only, and in various lengths.

Made in a shape which is cut on the straight lines that emanated when the natural contour was aimed at.

¶ It fills a long-felt want, inasmuch as it gives complete freedom of movement in any position, while moulding the figure in a charming outline, and has the added advantage of being suitable for any figure, whether slim, average or stout.

¶ Recommended as a flesh reducer.

MAY BE WORN AS A BATHING CORSET.

BRASSIERES TO MATCH

WEEKS & CO., LTD.

SAYS NINE-TENTHS OF NATION IS DRY

Church Research Secretary Finds Only A Few Weak Enforcement Spots

NEW YORK IS RESISTING

Results Also Unsatisfactory In Western Pennsylvania And New Jersey

Washington, Feb. 12.—Reviewing the status of prohibition enforcement, Deets Pickett, Research Secretary of the Board of Temperance of the Methodist Episcopal Church, said in a statement made public today that the law was being reasonably well enforced in nine-tenths of the United States, but weak spots existed.

"Over nine-tenths or the territory of the United States prohibition is being enforced reasonably well, much better than many other laws in fact," said Mr. Pickett. "In Western Pennsylvania, certain parts of New Jersey, in New York City and in a few other localities, resistance to the law has been more and more successful as the months have passed. Prohibition enforcement in these localities is very far from satisfactory. This is due to a natural reaction, to better acquaintance on the part of law-breakers with methods of law evasion, to a propaganda of lawlessness being carried on in some great newspapers, and otherwise to the failure of those States and municipalities to co-operate with the Federal officials, and to the weaknesses in the policy of prohibition enforcement referred to above.

"Much of the violation of the law is due directly to incitement on the part of those who have a political motive in re-establishing the beer saloon as a political agency.

"Entirely too many proprietary or 'patent' medicines have been consumed for beverage purposes during the last year. These medicines are, as a rule, a curse to the country at any time, although such a statement, if unqualified, would be unfair to some of them.

"The Prohibition Enforcement Bureau has most thoroughly revised its entire policy in regard to patent medicines, and it is believed that any manufacturer who gets a permit hereafter will, in fact, be producing a medicine truly unfit for beverage use.

"Large quantities of liquor have appeared on the market as the result of forging of withdrawal permits. This is especially true in regard to New York. For several months the Commissioner's office has been working on a system of safeguarding these permits. A special paper has been prepared and other methods will be put into operation March 1 which, it is believed, will make forgery very difficult.

"An opinion of the Attorney General has also stopped the issuance of permits to wholesale dealers in liquors. Wholesale dealers in liquors. Wholesalers will be given an opportunity to dispose of their stocks on hand, but they can then withdraw no more.

"The amendment itself does not prevent the importation of liquors for 'medicinal purposes,' etc., and the only way to handle this is to see that the consignees are not allowed to receive the liquor unless they are able to prove that it is for legitimate use.

"Much trouble has been caused by the misuse of alcohol withdrawn for manufacturing purposes, and steps are being taken to safeguard this opening.

"A suggestion of undoubted value is that the injunction clause of the Volstead law should be more freely used. By the use of this method restaurants, retail establishments and similar places where liquor is sold could be handled most effectively.

Printers Censor Paper In Communist Mantua

Mantua, Italy, Jan. 15.—The printers on the staff of a local Democratic paper, the Voice of Mantua, did not like a reporter's account of a discussion between some "patriots" and "communists." So they left out the story and in the blank space printed in big type, "Censorship of the Proletariat."

When the astonished city editor saw the paper he protested. Then the printers struck; they would have the censorship of the paper or would not work.

Mantua is one of those points where the extreme Socialists won a big majority at recent municipal elections. In a neighboring town the council's first act was to remove portraits of the King and Queen from the Chamber.

SEEKING HIGH STANDARDS IN SILK

Committee To Canvass Silk Goods Dealers In Regard To Joining Japanese Association

ACTION ASKED BY U. S.

Hope, Through Boycott, To Enforce Contracts And To Improve Quality Of Goods

Yokohama, March 26.—Japanese and foreign silk goods dealers, merchants, weavers, brokers and exporters met in Memorial Hall, Yokohama, yesterday afternoon for the purpose of seeking a remedy for present conditions in the silk goods market in Japan, with especial regard to the unstandardised and deteriorated quality of habutai and the unsatisfactory contractual relations existing between producers, merchants and exporters.

The meeting was called by a committee named by the newly formed Oriental Silk Importers' Association of New York and resulted in an agreement to form a committee of 10 to solicit the foreign firms dealing in silk to get them to join the existing Kumiyai, or (Japanese) silk association.

The letter calling the meeting states that "following a communication received from the Oriental Silk Importers Association of New York recently organised. . . . and with a view of attaining more effectual results, the above mentioned association has requested the undersigned to serve as a special committee to consider ways and means for improving the standard quality of habutai, which has of late considerably deteriorated" and "the existing contractual relations between producers, merchants and exporters." Propositions were to be "submitted for consideration covering the formation of an association in Japan" and "for general purposes."

SERIOUS CONDITIONS EXIST

The committee consisted of Mr. S. Saba of Mitsui Bussan Kaisha, Mr. S. Stern of A. S. Rosenthal Company, Mr. S. Yasoshima of Z. Horikoshi and Co., Mr. J. J. Finn of J. A. Finn and Co. and Mr. W. Kitamura of Suzuki and Co.

Representatives of about 30 foreign firms, dealers and exporters, and about 150 Japanese concerns, including many weavers and brokers, dealers and exporters, were present. The Kumiyai was represented by a committee. Mr. Saba called the meeting to order and made a lengthy talk, reading and explaining the report recently made by a committee of the association in New York regarding the unsatisfactory quality of habutai and bad contractual relations.

Mr. Stern briefly outlined the report and the present situation calling for remedial action. "You all realise," he said, "the very serious state of affairs as they are now, particularly regarding the quality of piece goods and contracts. It is a situation which concerns exporters, producers and merchants." He said that habutai has fallen below the standard of quality, is woven of inferior yarn, is full of unnecessary streaks, is not of standard lengths and is full of imperfections. The main thing to be desired now, he said, is the classification of habutai, which is "shamefully neglected." He said that "the standards 'red' or 'blue' are more or less a farce and exporters use their own judgment and ship the goods."

WOULD CLASSIFY HABUTAI

Mr. Stern stated that it had been suggested that an association of exporters be formed for the purpose of having habutai strictly classified as A, B or C grades, and to see that the grades were properly inspected. Regarding contractual relations, he said that now goods are sold low and often resold at higher prices. He stated he had been offered his own goods at a 40 percent increase in price. The suggested plan was to form an organisation, compel each manufacturer to place his name on each piece of goods and boycott those manufacturers or dealers who break the rules. He said that the inspectors had met recently and had been informed of the complaints as to quality, but he doubted as to the effect to be realised.

According to the law in Japan, the speaker said, every exporter and dealer has to become a member of an organisation. He suggested that the foreign firms become members of the present organisation, the Kumiyai, which had offered to alter its regulations to include foreigners and to place them on committees and give them a voice in the management of the organisation. This suggestion was acted upon but on account of the small number of foreign firms represented it was decided to have the committee solicit the firms later rather than to place the question directly before them at the meeting.

STRICT CLASSIFICATION

The action is generally approved by the foreign dealers, who see in it a means of enforcing the carrying out of contracts and the improvement in the quality of goods. It is, of course, pointed out that the manufacturers and merchants, the two classes who have caused the complaints from exporters and American importers, are largely represented in the Kumiyai, but it is hoped that the foreigners and these manufacturers and dealers interested in bettering the present conditions can work together and through the boycott enforce better inspection and classification and more satisfactory carrying out of contracts.

The five members of the committee which called the meeting and five others, to be named, will form the committee of 10.

Bats, Blind-Folded, Escape Obstructions

Eyes Bandaged, They Fly About Freely, Never Colliding With Wires Strong All Over

London, Jan. 29.—Professor J. Arthur Thomson, speaking before the Royal Institute recently, told of interesting experiments made in testing the delicate sense of hearing in bats. Bats were bandaged so that they could not see at all and placed in dark rooms, across which wires were strung in all directions. The bats were able to fly about freely and never collided with the wires in their flight.

A suggested solution of the mystery is that the bat while flying utters a shrill piping sound, so shrill that it is inaudible to the low keyed human ear. This sound may cause a vibration of the wires which in turn is heard by the bat, warning it that there is an obstacle in its path.

The lecture closed a series dealing with natural life and evolution. The speaker discussed the insect group, stating that there is always a danger to the world in the rapid multiplication of insects. If there were no check on insect life, he said, or if the present checks were removed, insects would mulitply until they caused the ultimate disappearance of the human race.

A Life of Agony
Backache Positively Cured After 10 Years.

Rheumatism and backache are two of the most common and troublesome complaints in this country to-day. Thousands of people find work a torture, action of any kind a weariness, and bad weather a continuous dread, because of the rheumatic pains they are subject to, or the tiring backache pains they are never wholly free from.

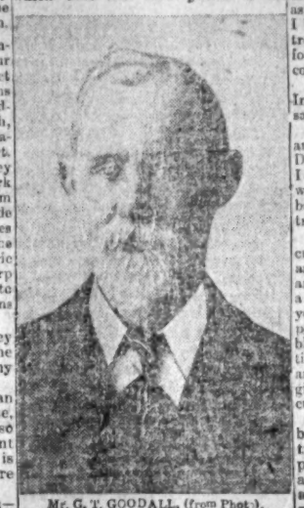
It is foolish to think that you cannot remove rheumatism from your system. It is dangerous to neglect backache pains or the other symptoms that mean disordered kidneys—headaches, nervous debility, bad breath, gouty or dropsical swellings, constipation, bladder weakness, or discomfort. If your kidneys are out of order they are not properly performing their work of keeping the blood free from poisonous uric acid, which is made every day by the waste imprurities of the system. This means that the poison is retained in your blood. Uric acid takes the form of tiny sharp crystals, and it is quite easy to imagine how these cause terrible pains if allowed to accumulate.

Of all stubborn diseases, kidney trouble in any form is one of the most difficult to overcome. In many respects it is like Consumption.

Consumption is curable, if you can get at the germs, the cause of disease, but the germs of Consumption are so placed in the lungs as to prevent medicines touching them. That is why it is almost impossible to cure Consumption with medicines.

Kidney trouble is like Consumption—it is so difficult to the germs in the weak or diseased spot. When you take ordinary Kidney or Backache Pills or Mixtures, the drugs that they contain are very often useless for kidney trouble, because they never go near the kidneys, they simply go into the stomach, then into the bowels and away.

Now, if you purge the kidneys as you would the bowels, they will regain their healthy, active condition, and soon rid the system of uric acid. There is only one kidney remedy which does this and proves it—De Witt's Kidney and Bladder Pills. Read what others say about them.



Mr. G. T. GOODALL, (from Photo).

Mr. G. T. Goodall, of Hampton Lane, Herne Bay, says:—

"For over ten years I suffered continuously with kidney trouble, the pains in my back being so severe that I could only bend with great difficulty. I was hardly ever free from the wearying, dragging pain. I tried all sorts of advertised remedies, without success, until 18 months ago I was given a sample box of De Witt's Kidney and Bladder Pills, and was astonished at the relief they gave me. I bought some more and continued the treatment, and after a short time I found I was absolutely free of my complaint."

This statement was made in 1914. In 1919, five years later, Mr. Goodall says:—

"I am now over 60 years of age, and in very good health—thanks to De Witt's Kidney and Bladder Pills! I always keep them in hand, and always recommend them as being the best thing I know of for kidney troubles."

De Witt's Kidney and Bladder Pills cure by going straight to the kidneys and bladder. Within 24 hours they are guaranteed to relieve the pain, and a blue tinge in the urine proves to you that the healing ingredients have passed right through the kidneys and bladder. This blue colour is their distinguishing mark. A perfectly safe and natural remedy, they never fail to give relief and hardly ever fail to cure permanently.

In a recent test, out of a hundred bad cases of kidney and bladder trouble, ninety-seven of them were positively cured by DeWitt's Kidney and Bladder Pills. Of the other three although such bad cases, two got so much benefit that they thought they were cured, but were not positive. The remaining one was a failure—the disease had gone too far.

De Witt's Kidney & Bladder Pills have cured many well-nigh hopeless cases. That blue-coloured urine positively proves to you that every part of De Witt's Pills has gone straight to the kidneys, as no other pills do.

KIDNEY & BLADDER
De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., 44-45, Rathbone-place, London, W.1, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

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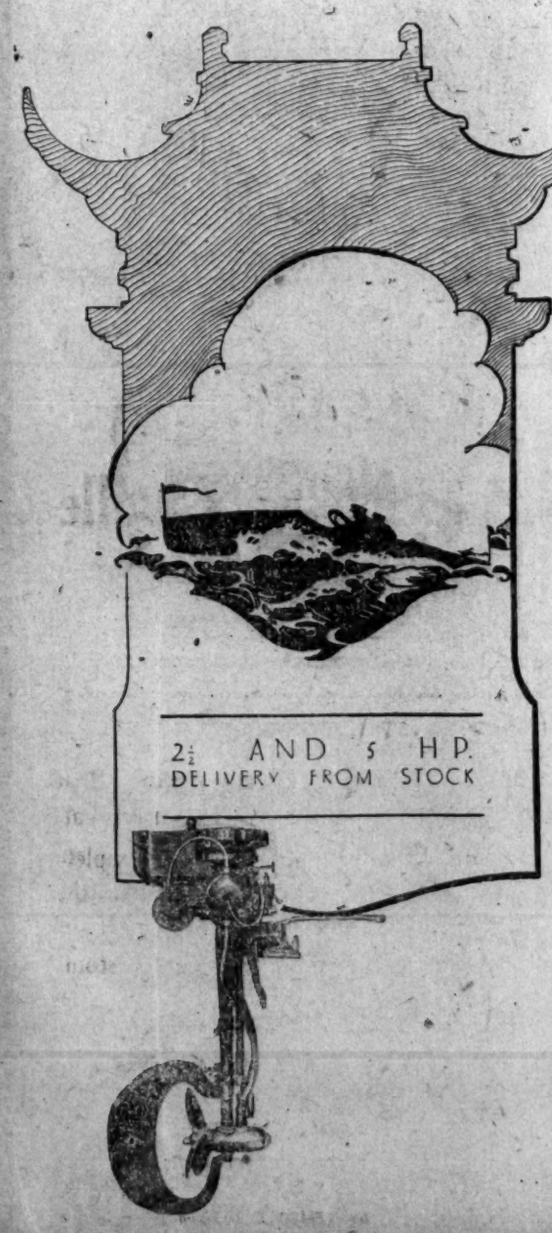
THE PORTABLE OUT BOARD MOTOR



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Is the only successful solution of the Out-board-motor problem, and is guaranteed to give an absolute reliable and satisfactory run without any trouble whatsoever.

Easy to adapt on any kind of boat, it is the ideal motor for pleasure craft, especially suitable for houseboats and sampans.

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Veteran
SCOTCH

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WEATHER

The depression of the valley will pass on the mouth of the Yangtsze. The two others will advance towards Japan. Cyclonic breezes around the depression. Fog along the coast between Chantung and the Formosa strait.

Today's Church Services

Holy Trinity Cathedral.—First Sunday after Easter. 8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Psalm 3, 57; Stanford in B. flat; Lessons Isaiah lii, 1-12; 1 Cor. xv. 1-28; 134, 138, 133; Preacher: The Sub-Dean. 11:30 a.m., Holy Communion. 3 p.m., Children's Service and Sunday School. 6 p.m., Evensong and Sermon; Harwood in A flat; Psalm 103; Lessons Isaiah liv. John xx, 24-end; Hymns 125, 137, 136, 30; Preacher: Rev. W. Robbins, M.A.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins; Psalm 57; Lessons Isaiah lii, 1-12; 1 Cor. xv, 1-28; Holy Communion and Sermon; Hymns 134, 137, 316, 136; Preacher: Rev. W. Robbins, M.A.

Union Church.—11 a.m., Preacher: Rev. A. N. Rowland, M.A.; Subject: "The Christian standard of reference;" Psalm 57; Anthem "The Lord is my strength" (Monk); Hymns 4, 165. 6 p.m., Preacher: Rev. A. N. Rowland, M.A.; Subject: "The burden of proof for God;" Psalm 103; Anthem "Crossing the bar" (Parry); Hymns 163, 171. 7 p.m., Holy Communion; J. W. Dovey; Hon. Sec. U. C. Choir.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock; Preacher: Dr. F. L. Hawks Pott.

St. Joseph's Church.—Low Masses at 6, 7 and 8:15 a.m. At 10 o'clock, High Mass, sermon in English. At 4 p.m. Benediction. On week-days, Masses at 6 and 7:30 a.m.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows: Morning 11 a.m. by Rev. J. Walter Lowrie, D.D.; Evening 6 p.m. by Mr. Harry Price.

Christian Science Society of Shanghai.—Masonic Hall. The Bund. Sunday Service 11 a.m. Subject: "Unreality." Sunday School 10 o'clock. Testimony Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday from 10:30 12:30 at No. 21 Nanking Road.

New Thought Center.—12 Nanking Road, Kelly, Walsh Bldg., Top Floor, Sunday Service from 11 to 12 a.m. Free Treatments and Teachings daily from 10 a.m. to 4 p.m. Public cordially invited.

Lord Beaverbrook Writes On 'Success'

'Three Qualities Required: Judgment, Industry And Health; And The Greatest Of These Is Judgment'

BY LORD BEAVERBROOK

(Former British Minister; Proprietor of London Daily Express)

SUCCESS—that is the royal road we all want to tread. for the echo off its flagstones sounds pleasantly in the mind. It gives to man all that the natural man desires, the opportunity of exercising his activities to the full the sense of powers, the feeling that life is a slave, not a master; the knowledge that some great industry has quickened into life under the impulse of a single brain.

To each his own particular branch of this difficult art. The artist knows one joy, the soldier another; what delights the business man leaves the politician cold. But however much each section of society abuses the ambitions or the morals of the other, all worship equally at the same shrine. No man really wants to spend his whole life as a reporter, a clerk, a subaltern, a private member or a curate.

MAN CAN WALK ERECT

For my own part I speak of the only field of success I know—the world of ordinary affairs. And I start with a contradiction in terms. Success is a constitutional temperament bestowed on the recipient by the gods. And yet you may have all the gifts of the fairies and fail utterly. Man cannot add an inch to his stature, but by taking thought he can walk erect; all the gifts given at birth can be destroyed by a single curse.

Like all human affairs, success is partly a matter of predestination and partly of free will. You cannot make the genius, but you can either improve or destroy it, and most men and women possess the assets which can be turned into success.

But those who possess the precious gifts will have both to hoard and to expand them.

THE QUALITIES NEEDED

What are the qualities which make for success? They are three: Judgment, industry and health, and perhaps the greatest of these is judgment. These are the three pillars which hold up the fabric of success. But in using the word judgment one has said everything.

In the affairs of the world it is the supreme quality. How many men have brilliant schemes and yet are quite unable to execute them, and through their very brilliancy stumble unawares upon ruin?

For round judgment there cluster many hundred qualities, like the setting round a jewel; the capacity to read the hearts of men; to draw an inexhaustible fountain of wisdom from every particle of experience in the past, and turn the current of this knowledge into the dynamic action of the future. Genius goes to the heart of a matter like an arrow from a bow, but judgment is the quality which learns from the world what the world has to teach and then goes one better. Shelley had genius, but he would not have been a success in Wall Street—though the poet showed a flash of business knowledge in refusing to lend money to Byron.

In the ultimate resort judgment is the power to assimilate knowledge and to use it. The opinions of men and the movement of markets are all so much material for the perfected instrument of the mind.

INDUSTRY NEEDED, TOO

But judgment may prove a sterile capacity if it is not accompanied by industry. The mill must have grist on which to work, and it is industry which pours in the grain.

A great opportunity may be lost and an irretrievable error committed by a brief break in the lucidity of the intellect or in the train of thought. "He who would be Caesar anywhere," says Kipling, "must know everything everywhere." Nearly everything comes to the man who is always all there.

Men are not really born either hopelessly idle or preternaturally industrious. They may move in one direction or the other as will or circumstances dictate, but it is open to any man to be industrious.

Hogarth's industrious and idle apprentice point a moral, but they do not tell a true tale. The real trouble about industry is to apply it in the right direction—and it is therefore the servant of judgment. The true secret of industry well applied is concentration, and there are many well-known ways of learning that art—the most potent handmaiden of success. Industry can be acquired, it should never be squandered.

But health is the foundation both of judgment and industry—and therefore of success. And without health everything is difficult. Who can exercise a sound judgment if he is feeling irritable in the morning? Who can work hard if he is suffering from a perpetual feeling of malaise?

The future lies with the people who will take exercise and not too much exercise. Athleticism may be hopeless as a career, but as a drug it is invaluable. No ordinary man can hope to succeed who does not work his body in moderation. The danger of the athlete is to believe that in kicking a goal he has won the game of life. His object is no longer to be fit for work but to be superfit for play. He sees the means and the end through an inverted telescope. The story books always tell us that the Rowing Blue finishes up as a high court judge.

SPORT AND PLEASURE

The truth is very different. The career of sport leads only to failure satiety or impotence. The hero of the playing fields becomes the dunce of the office. Other men go on playing till middle age robs them of their physical powers. At the end the whole thing is revealed as vanity. Play tennis or golf once a day and you may be famous; play it three times a day and you will be in danger of being thought a professional—without the reward.

The pursuit of pleasure is equally ephemeral. Time and experience rob even amusement of its charm, and the night before is not worth next morning's headache. Practical success alone makes early middle age the most pleasurable period of a man's career. What has been worked for in youth then comes to its fruition.

It is true that brains alone are not influence, and that money alone is not influence, but brains and money combined are power. And fame, the other object of ambition, is only another name for either money or power.

There stand the three attributes to be attained—judgment, industry and health. Judgment can be improved, industry can be acquired, health can be attained by those who will take the trouble. These are the three pillars on which we can build the golden pinnacle of success.

AFTER VENIZELOS IN GREECE—WHAT?

BY CHARLES H. GRASTY

The friends of Mr. Venizelos say that his disappointment over losing office is nothing compared to his anxiety about the dangerous position of Greece. There are no allies for her in the Balkans, and the return of Constantine compromises her with England, France and Italy, thus leaving her isolated. The two latter are taking advantage of the opportunity to move for a revision of the treaty with Turkey.

France's chief reason for this is to salvage as much as possible of the Turkish debt to her. There is a large and influential Levantine population of uncertain nationality which has always exploited the Turk in finance and commerce and is opposed to Greek ascendency. This element has a strong influence at the Quai d'Orsay.

Italy is uncomfortable over Greek expansion in the Eastern Mediterranean and Asia Minor as a menace to Italian interests in those regions. Venizelos was in a position to hold these influences in check. As matters now stand Venizelists contend that King Constantine has neither the will nor the power to protect the new Greece by preserving the Treaty of Sevres.

Then there is the danger of Greek collapse in Asia Minor through the inability of Constantine and the Greek Government to finance the army. There are eight Greek divisions in Asia Minor and the expenses of maintaining them are estimated at 3,000,000 drachmae per day. Venizelos had expected soon to reduce the force in Asia Minor from eight to three divisions. This economy cannot be effected by the new Government. The situation that now exists, therefore, puts the greater Greece set up by Venizelos in imminent peril.

The political fortunes of the fallen Premier do not trouble him in his retirement. He understands the psychology of democracy, especially the Greek democracy. Personally he is much in need of rest. His time will come again. A Greece will call him back. But what kind of Greece? What will have become of all his plans carried on with infinite pains and so near to fruition when a destructive mood seized the Greek people?

BETWEEN GREEK FACTIONS

The bitterness between the two factions threatens to destroy all hope of unity in Greece for many years to come. Few Venizelists with whom I talked had the slightest faith in King Constantine. They think that no good can come out of him. He is weak, vain and treacherous, they say. The only ability they concede to him is a certain power to fool people when he first meets them. They cite the case of Lord Kitchener, who came out from his interview declaring that the King was a plain, blunt man. They declare that his "frankness" is bogus and that he is full of deceit.

When I sounded some of the Venizelists on the possibility of the King and the ex-Premier getting together for the preservation of the country, they dismissed the idea as chimerical. Constantine, they said, was absolutely incapable of entertaining a broad, magnanimous idea or of carrying out an agreement in good faith. Let him have his innings and then Venizelos could come back with some hope of going on with his constructive work. The two men were so different in character and temperament that combination was impossible. You could not change either of them. The King was autocratic, and every effort made by him to appear otherwise was sheer hypocrisy. Venizelos was liberal—even revolutionary. This difference must be fought out, costly as it might be. Venizelos had moved wearily in the past with due regard to a certain monarchical superstition among the people. Under this policy an artificial strength had been created for the King and dynasty.

The time had now come for a square issue between a monarchical form and a republican form of government. Under the present system the vices of both would be perpetuated. The hope of Greece lay in the adoption of a system similar to that of the United States. The return of the King and a division of responsibility between him and the heads of the various little groups in the Chamber and the inevitable failure might arouse the Greek people to a real and continuing sense of responsibility.

We often complain in America of partisanship in Congress or the White House. In Greece one of the great difficulties is that there are practically no parties. Each group in the Chamber is maintained by a personal leadership. The groups are held together within themselves and in relation to each other by "the cohesive power of public plunder." A part of the Venizelos program was to form parties based on differences of principle. Venizelos formed the Liberal Party, but up to date the other groups have stuck to the old lines. For the moment there is a cleavage between liberalism and Constantinism, but among the pro-Constantine groups spoils and graft are the main consideration. During the Venizelist years the old political leaders were shut out, and the desire to get back into the political vineyard was more potent with them than loyalty to the King. After the manner of politicians everywhere they simply used the popular emotion which followed the death of King Alexander to ride into power on. Their appetites were whetted by years of starvation, and they are now busy "turning the rascals out."

I obtained in Athens one set of figures as to the condition of the Greek Treasury that came from an apparently reliable source. These figures dealt with the immediate situation which confronts the Government. The pressing debts which must be met at once total 51,000,000 francs. As against this the Government can scrape together 7,000,000.

No matter how crazy the people may be over "the King arisen," debts cannot be paid with popular enthusiasm, and the new rulers cannot long avoid an acute crisis. Among Constantinists I heard a good deal of brave talk about the wealth of Greece and the levying of taxes that would meet the requirements of the country and at the same time emancipate Greece from foreign control and give her real independence.

Even if it were possible to carry out such far-reaching reforms, they could not be realised in time to meet the immediate urgent demands. What will happen if the soldiers are not paid next month? And how would popular emotions be affected by doubling or trebling the taxation?

From the talk that I heard in the court circles I inferred that the King was already much irritated by the pretensions and claims of his own friends. The politicians above referred to think that they brought him back from his exile and are clamoring for their reward, whereas the King quite naturally believes that these politicians made use of his popularity to get back into power.

Then there are some thousands of Royalists who credit themselves with saving the monarchy. Many of these suffered under the Venizelist regime. All these friends are setting on the King's doorsteo and awaiting their reward. Much of the King's eagerness to go to Asia Minor and take command of the troops is probably due to the irritation that he feels at the pressure brought to bear by his friends. It would be very difficult for even the best and wisest of kings to cope successfully with the large situation amid such importunities.

The condition of his health makes these troubles more irritating. The operation performed for pleurisy some time ago has left an open wound, and lately he has had a bad bronchial attack.

The transplantation of Venizelos to Greece was the immediate result of the poverty of leadership inevitable in such a political system as I have described. The so-called Military League was a citizens' movement organised twelve years ago to improve conditions. After the revolution of 1909 the Military League controlled the Chamber, but wearied of its job and was eager to let go if a way could be found that might lead to permanent betterment.

At this time Venizelos had come to the front in Crete, which had been freed from the Turkish yoke but was not yet Greek. In fact, Venizelos was then technically a Turkish citizen. His differences with Prince George, who had been sent to Crete as the Greek representative, as well as his other political activities in his native island, had extended his reputation to Greece, and in the Spring of 1910 the Military League invited him to Athens. He came on a visit and made a quiet study of the situation.

A little later he came to Athens under the auspices and with the backing of the Military League. His entry into public life was a good deal like that of a "city manager" in a German or American municipality. He appeared as a professional who had been tried out and had made good in Crete. He conducted himself with tact and judgment and soon began to acquire influence on his own merits. He took office in the Autumn of 1910, when he was elected to the Chamber by the largest majority ever given to a candidate in Athens.

The conditions and the man were well met. With the support of the Military League and the forces generated by its activities Venezelos instituted great reforms. He had the Constitution revised, took the judiciary and army out of politics, established a certain measure of reform in the civil service and passed laws to suppress bribery. He foresaw the Balkan war and got ready for it. It was his desire to unite Greece that led him to bring back from his exile in Paris the Crown Prince Constantine and put him at the head of the Greek Army.

The success in the wars of 1912-13 gave Constantine popularity and standing with the people, and on the death of his father, King George, he had become a sort of military hero. When he ascended the throne he began almost at once to make it clear that he proposed to exercise greater authority than his father had.

The differences between the King and Prime Minister in 1915 and 1916 were followed by the King's exile to Switzerland. In cleaning up the discord sown by the King. Venizelos and his lieutenants were undoubtedly guilty of many excesses in 1917 and afterward. They had the excuse that in the extraordinary conditions it was necessary to handle Greece very firmly. When force is once invoked it is very hard to draw the line at comparative moderation.

CAREER OF STERGIADIS

There is a man, however, whose record encourages the hope that he might save Greece from the threatened wreck. That man is Stergiadis, the High Commissioner of Smyrna. Though the closest political and personal friend of Venizelos, he is not a fire-eater. When the King came back he received a formally friendly message from Stergiadis. This was not because of any desire to curry favor, for upon learning the result of the election the High Commissioner had at noce offered his resignation. He was persuaded by Premier Rhallis to stay on the representation that his retirement might at that time be dangerous to the interests of Greece.

Stergiadis, like Venizelos, is a Cretan, and the two were associated in public affairs before either came to Greece. Venizelos made Stergiadis Governor of Epirus. He made him a Minister without portfolio in his Cabinet, and in 1919 put him in charge of the delicate and difficult situation in Smyrna.

I asked an Armenian business man of Smyrna about the administration of Stergiadis, and his reply was: "It is perfection. That is the only word." The feeling caused by the violent methods of the Greek Army when it entered Smyrna in May, 1919, has been removed by the absolute justice and fair play of the High Commissioner. His policy has been to deal more harshly with Greeks than other nationalities; he has leaned backward in his impartiality. The consequence is that he has gained the confidence of fair-minded people and largely removed the impression that the Greeks propose to "rough-house" Turkey.

If King Constantine should in due course ask Stergiadis to form a Government, some people think that he would put the allied Governments where they could not refuse to go along with him.

Stergiadis is not Venizelos, but he belongs to the same school, and in the course of his public life has done nothing that could be twisted into "tyranny" or "cruelty." It is at least imaginable that a Stergiadis Government might be the beginning of the end of retaliation in Greece, and so save to the country the fruits of Venizelos's genius.

Allied Debt And Trade

George E. Roberts, Vice President of the National City Bank, spoke to a small gathering recently on the subject of "Our Obligations to Europe." He dealt particularly with what he thought should be done about the $10,600,000,000 the Allies owe to the United States. The following quotations on that point are taken from his speech.

The question of the foreign indebtedness owed to the United States is an important and delicate one. The Governments of Europe that were associated with us in the war owe to the Government of the United States, including accrured interest, something more than $10,000,000,000, and negotiations are pending relative to the conversion of these debts into longterm obligations, and some agreement for the funding of interest for a term of years.

These debts and the debts of the Continental allies to Great Britain have been the subject of much discussion, and to my mind the most serious thing about them is the possibility that they may be the potent cause of misunderstanding and ill-feeling. I don't think the debts themselves need ever bother anybody very much, provided they are handled in an intelligent manner, so as to serve the interests of all parties, including the creditor countries.

Of course, there are great possibilities of mischief in them if they are handled in an unintelligent manner, because the sums involved are so large that even the interest payments might upset the exchanges of the world. But no country will be benefited by having the exchanges upset, and least of all the creditor countries, who would find themselves in the position of the United States today, with every dollar of exports loaded with a handicap ranging from 10 to 500 percent.

"I am discussing now the broad problem of great obligations running from one country to another. So far as methods of payment are concerned or the effects upon trade and industry, the results are precisely the same, whether the payments represent the exactions of an indemnity or voluntary payments upon an obligation incurred in friendship. In no case is it possible to convey great value from one country to another except in the form of products of industry. We must of course dismiss any idea of payments in money. We don't want foreign paper money, and we have most of the world's gold already. The total annual gold production of the world, if it could be all gathered up for the purpose, would not be enough to pay the interest upon these foreign Government debts to the United States.

"There are two other ways of making payments between countries. One is in goods and the other in securities representing the title to property. A transfer of securities may settle a debt to an individual, but it is not a final settlement between countries. The property itself remains abroad, and the income from it remains abroad and will pile up abroad. The problem of transferring it to the creditor country will remain.

"I am not so much afraid of receiving payment in goods as some people are, but any important change which suddenly and arbitrarily alters the trade relations between countries will make trouble. The desirable thing in trade relations is stability, or only such changes as come about gradually in the natural development of trade. The sudden introduction into the exchange situation of a new factor like $500,000,000 annually of interest payments, to say nothing about payments on the principal, would throw the exchanges out of balance, tend to disrupt trade relations and work especially to the disadvantage of American export business.

"We are having a demonstration now of the disadvantage of having international payments run heavily one way, even when it is our way. They make it more difficult to find means of making payments in the United States. A resident of Canada who wishes to make a purchase in the United States must not only pay the regular prices in our markets, but must pay 10 to 15 percent additional to obtain a draft, and that is about the smallest of the premiums against us in foreign trade today. On the other hand, the Canadian who sells something in this country is able to sell the credit thus created to fellow-Canadians having payments to make in this country, at a premium of 10 to 15 percent. The situation penalises our exports and puts a premium upon imports. It represents the tendency of economic law to restore the normal equilibrium, and so far as trade relations by themselves are concerned, that tendency may be accepted as wholesome and inevitable. But it is not desirable that the trade situation, already disturbed, should be further confused and aggravated by purely fiscal payments. This country might lose more than the value of these debts by an unwise policy in regard to them.

"The significance of this is that the sudden interjection of a great body of payments on account of the interest or principal of past in-

(Continued on Page 13)

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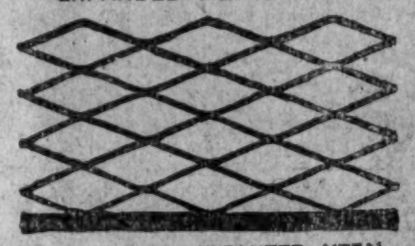

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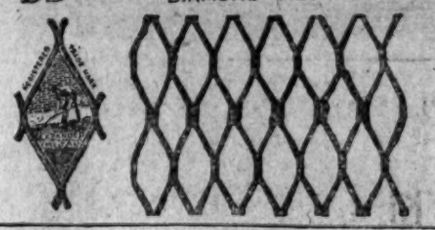

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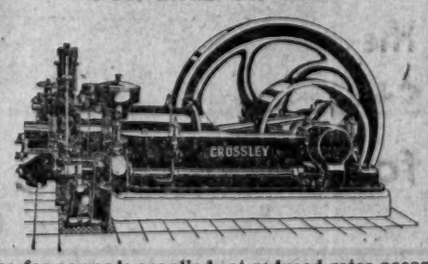

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Mrs. Harding's Job

What The Wife Of The New President Finds Awaiting Her In Washington

BY HELEN HAMBIDGE

All of Washington is asking herself what the White House is going to mean socially when the family of the President Harding is installed, within the white walls of the historic old mansion on the Potomac, which has seen as many changes as a Methodist parsonage. Will the Hardings keep open house for the public and restore the "free-for-all" New Year's receptions and other public functions such as were seen in the old days, or will they entertain no more than is actually necessary for reasons of State?

Unfortunately, the White House has never stood for a solid thing socially as do the official residences of the heads of other countries. Its standing has varied according to the personality and the social gifts of the heads of the White House households, and the Presidents, wives who have survived in the social history of the United States are few in number.

Mrs. Harding knows her Washington very well indeed and has a general idea at least of what will be required of her in this way, and must therefore be somewhat uneasy at the task confronting her—that of making herself and the White House circle a social influence which will really count. As the country grows in power, life in the Executive Mansion increases its arbitrary social demands, and as in all capitals, social and official matters are very closely related, it calls for all the strength and all the tact which the wife of a new Chief Executive possesses to literally hold down her part of the job. Even in the early days of the Republic, the position of First Lady was no sinecure, and a number of the wives of Presidents have given up the struggle of entertaining after a brief trial, pleaded ill health and turned the brunt of social duties over to others of their household. It is not an easy task to be mistress of the White House. The physical demands alone are enormous, and as few of the First Ladies have come into the Executive Mansion until after the prime of life it is an undeniable tax on every resource.

President Washington laid down very strict rules for the social conduct of the Chief Executive, but even he did not dare to say much about what a First Lady should and should not do in her own domain. The lack of any set rules has caused untold trouble and been the source of numerous satirical anecdotes about "life in the American capital" abroad. For instance, during many Administrations the question of order of procedure—that is, the question of who, by reason of rank, shall precede another at the White House entertainments—caused many nervous breakdowns for First Ladies, so that in the Roosevelt Administration the President, at the solicitation of his wife, asked Congress to lay down rules to settle this longstanding question—a rule which should hold for the wives of diplomats and officials as well as for themselves. It is about the only order of White House etiquette set down in black and white.

Ignorance of the intricacies of social life in the White House is in no sense of the word an acknowledgment that one is unfamiliar with good manners and social customs elsewhere, it implies much more than the finding of one's ordinary social P's and Q's. The matter has therefore usually been adjusted by a wise selection of secretary to the President's Wife, which might indeed be a Cabinet portfolio, so important a post is it. These social mentors are usually recruited from Washington's old guard—known familiarly as the "Cliff Dwellers." Even Mrs. Roosevelt—who knew Washington officialdom much better than the latest First Lady does—had to have some such social guide: a woman who "belonged," who was one of the best equipped women in the country, socially, and whose word was law on every point of etiquette. It was perhaps due to her that Mrs. Roosevelt did not break down while in the White House.

Mrs. Harding will no doubt make some such judicious selection in the choice of secretary. In a few instances the identity of the social mentor of Presidents' wives has been kept a profound secret, the person acting in such capacity being unwilling to have it known that she was using her birthright as a means of increasing her income. It is only through these secretaries that the First Ladies can be reached, and she protects the feminine head of the nation in every way. Oddly enough, the wives and other feminine members of the families of the Chief Executives have almost never "meddled in politics," and there are no known instances of a President's wife or feminine member of his household being party to any political intrigue, as she might easily be—and often is—in the official households of other countries.

Washington is going to be very gay next Winter—or at least people are hoping that it will be. For so long the White House has been practically closed to social life, due to the exigencies of the war years and then of serious illness within its doors, that there is a craving for social manifestation in the "People's House" once more. Again are all the brides and bridegrooms from Bangor to Seattle planning to take their wedding trip to Washington and wear their new clothes at a White House reception—a card for which they will demand at the hands of their Congressman from "back home," so that a little about the etiquette of White House functions may, therefore, be timely.

On New Year's Day the official social season of Washington—or, rather, of the United States—was inaugurated for many years by a great public reception at the White House. This function has been discontinued since President Taft's time, but Mr. and Mrs. Harding are being urged to revive it and will probably do so. Any one who has participated in these receptions will never forget them—the sight of the endless line of people patiently waiting hour after hour, often in blizzard weather, to shake hands with the President, and the scene within the mansion where scores of mothers held up their babies for the President's wife to caress; where old people tottered away cherishing a flower from the First Lady's bouquet; of a fellow-townsman of the President boisterously greeting him as "Hank" or "Bill" for the edification of the line.

THE LONG RECEPTION LINE

No matter how humble you were, on that day you were privileged to enter the Executive Mansion as an honored guest and shake hands with the President, greet his wife, the Cabinet officers and their wives, as well as numbers of other dignitaries. This function was discontinued as being too great a tax on the strength of the official family, but it is probably less of a tax than those amenities attending on a campaign for office, and the public bitterly resented its discontinuance.

There are three great receptions—the Diplomatic, the Congressional, the Army and Navy—as well as a number of State dinners which are obligatory social functions for the First Lady. They differ from one another only in the glory of their menus.

It is not these entertainments which make or mar the social life of the White House. They are what they are and never change or will be changed. To most of the guests—except those who are participating for the first time—they are mere endurance tests, as are the "drawing rooms" of the officialdom of other capitals. It is the social spirit which emanates from the First Lady that pervades and uplifts the heaviness of life in the Executive Mansion. This cannot be put into words, but its influence is at once recognised.

Dolly Madison had it; so did Mrs. McKee, who brought back dancing to the old mansion. Mrs. Cleveland had the secret, too, but as she was only 22 and a great beauty, things were made very easy for her. Of all the later First Ladies Mrs. Theodore Roosevelt possessed the social gift. Though she was frequently called "the woman in the background," she had a will and a way with her, and got the White House made habitable for the first time in many years. She also brought a rich new social life into it. A real musician herself, she drew great artists to the Executive Mansion.

To infuse the personal element is Mrs. Harding's job, and those who know her say she will not fail.

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River Ports	Train & Str.	21.00	..	..	..	..	21.00
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Hongkong and Canton ...	Sinkiang	21.00	..	..	..	..	21.00
Japan Ports	Nigata Maru	19.00	..	..	..	..	18.30
Japan Ports	do	..	17.30	..	..	..	..
Hongkong	Sinkiang	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan Ports	Kamo Maru	19.00	..	..	..	..	18.30
Japan Ports	Kamo Maru	..	17.00	..	..	..	..
Amoy and Swatow	Kaho	21.00	..	..	..	..	21.00
Vladivostok	Train	..	17.00	..	..	..	..
Ningpo	Hsin Peking	..	16.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Tuesday, April 5.							
W'wei, C'foo, and T'sin..	Shuntien	14.00	13.30	..	..	..	13.30
Japan Ports	Yamashiro M.	19.00					18.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan Ports	Niigata Maru	..	..	..	..	9.00	..
Wednesday, April 6.							
Japan, Honolulu, Canada U. S. A. and Europe	Tenyo M.	11.30	..	..	..	..	11.00
Japan, H'lulu, Canada, U. S. A. and Europe via U. S. A.	Tenyo M.	..	15.00	..	..	..	14.30
Amoy and Hongkong	Soochow	..	17.00	..	..	..	..
Japan, H'lulu, Canada, U.S.A. & Europe	Tenyo M.	..	..	14.00	..	..	13.00
Thursday, April 7.							
Amoy, H'kong & C'ton....	Soochow	8.00	..	..	..	..	7.30
Friday, April 8.							
Japan Ports	Kumano M.	19.00		..	..	..	18.30
Saturday, April 9.							
S'tow, H'kong & C'ton....	Yingchow	10.00	..	..	..	..	9.30
Swatow and Hongkong....	do	..	9.30	..	..	..	..
W'wei, C'foo, and T'sin..	Fengtien	9.00	8.30	..	..	..	8.30
Sunday, April 10.							
Hongkong, Straits, India & Europe via Suez	Khyber	16.00	..	..	..	..	15.30
Monday, April 11.							
Manila direct	Shinyo Maru	11.30	..	..	..	..	11.00
Japan, Canada, U.S.A. & Europe	Monteagle	10.00	..	..	..	..	9.30
H'kong, S. Ports, Straits, Ceylon, India & Europe via Suez	Khyber	..	A10.00	..	..	..	10.00
H'kong, Straits, India & Europe via Suez	Kitano Maru	16.00	..	..	..	..	15.30

A Parcels at 10 a.m..
E Registered 5 p.m. on previous day.

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b.—at. 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 1 hour 25 minutes later than those closed for the previous night train

Allied Debt And Trade

(Continued from Page 12)

debtedness into the exchange situation at any time is disturbing to normal business relations. The common business instinct is right to that extent—to the extent that it is an abnormal development, and this whole situation is an abnormal development. The reversal of our position from that of a debtor to a creditor country, and the piling up of this debt of 10,000,000,000 is an abnormal development. The great trade balance in our favor of the past year and of previous years was abnormal and the exchange rates now prevailing are abnormal. For our foreign debtors to attempt interest payments on this debt, at this time, or payments on the principal at any early date, would be another abnormal and disturbing factor in the situation. It would have been better for all concerned if the Anglo-French loan which fell due last October had been renewed, instead of paid, as the greater part of it was. If Great Britain and France had not been obliged to make these payments they would have been just that much better able to buy the products of this country which we are interested in marketing. It is not always possible for a debtor to pay the old account and make new purchases at the same time. . . .

"The value of these European obligations as assets of the United States must be regarded in the nature of resources at present unavailable; in other words, like the surplus wealth of a rich man, which he never expects to draw upon. It is probable that but for the war Great Britain never would have realised on her holdings in this country. It is conceivable, of course, that in the stretches of the future development might occur that would make similar holdings abroad serviceable to us; but, aside from that, what difference does it make to our welfare or the welfare of Europe whether we hold or cancel them?

"Somebody will ask forthwith, if it makes so little difference to either side, why should not we hold them? My answer is that the point is well taken if you leave out of account the mischievous possibilities that are involved in the unsettled question. There is the danger of unwise action upon the subject, of international misunderstandings and of influence upon the credit of the debtor nations.

"I am not proposing a policy. I am seeking to emphasize the fundamental condition of reciprocity which underlies all our international relations and which should be our guide in dealing with these foreign debts. I think that at this time we should set the maturity of these debts as far ahead as the present law permits, and that the collection of interest should be deferred for at least ten years. I am disposed to think also that, instead of merely deferring interest payments and piling them up, they should be definitely canceled during this term. After ten years have passed the situation will be better understood and action may be taken in the light of that time. The essential thing to understand is that our own interests are involved and interwoven with the interests of all other countries. There is a normal equilibrium in all economic relations which cannot be disturbed without injury to all parties concerned. There is a morality in the economic law—or, rather, the economic law and the moral law fundamentally are the same. That which we ought to do it will be found to our highest interest to do. . . . "

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SIR PHILIP GIBBS LECTURES DURING MEDLEY OF RIOTS

Police Reserves Called Out In New York When Anti-British Rumpus Begins

15 PERSONS EJECTED

Women Scream For India, Egypt And Ireland—Fat Man Bellows

New York, Feb. 17.—Sir Philip Gibbs was telling a capacity audience in Carnegie Hall last night a story about the hungry children of Austria. At tall dishevelled man arose from his seat far up in the topmost gallery:

"What about the children of Ireland?" demanded the dishevelled one.

And the first of the three or four spirited riots that added verve and excitement to Sir Philip's lecture was on. About 99 percent of the audience had come to listen sympathetically and this overwhelming faction began hissing and begging some one to throw out the disturber. A woman in the balcony clambered to her feet and mounted a chair. From beneath her dolman she produced an American flag which she began to brandish meanwhile she delivered herself of a few remarks, but inasmuch as about 100 other and more vigorous persons were indulging in the same thing, what she said was lost.

A little woman in a red turban arose to announce herself a friend of freedom for India. Another woman began screaming "Egypt! Egypt!" at the top of her lungs. Some one tried to throw out the tall man, but he was an able-bodied soul and the impromptu bouncer quit after a minute of mutual rough stuff.

CALL FOR POLICE RESERVES

Louis Salter, manager of the hall, and Cosmo Hamilton, who introduced Sir Philip, called up the West Forty-seventh street police station and demanded reserves. A very fat man who filled his chair so tightly that three ushers had to abandon their concerted attempts to budge him, decided it was of no value to make articulate protest, so he merely opened his mouth to its capacity and began roaring. He roared so loud that even his Irish compatriots asked him to cease that their protests might be heard.

Before the cops arrived something approximating quiet was restored. Sir Philip, by all means the least excited person in the hall, proceeded to tell of what an American doctor had told him in Vienna. What the American doctor said to Sir Philip was not ascertained because a shrill woman with a Sinn Fein banner bade him return to England and "shut up." The second instalment of the excitement was on.

The stationary fat man was roaring again very much like a giant sea lion who scented fish. Long and loud he bellowed. An earnest youth almost tumbled down the gallery stairs to the railing and leaning over so far that the woman folks below decided to hurry out before he fell, began to deliver an oration on Black and Tan police, the Royal Irish Constabulary and so on. An usher rushed to the rescue.

USHER TACKLES ORATOR

The downstairs audience was on its feet and shouting whatever occurred to its several tongues. Then he thrust a knee into the speechmaker's back and together they went to the floor.

In no time at all there were at least thirty persons involved, not the least of whom was a muscular woman, who was laying about her regardless of friend or foe. Apparently she had neither. Again the friends of freedom for India and the lovers of Egyptian nationality were shouting themselves hoarse.

Sir Philip was teetering back and forth upon his toes and heels, intensely interested but not at all flustered. Then there was a great shouting from without. The cops had come and each carried a long riot club. The fight on the gallery steps was still under way. One cop took care of that. The orator who started it was dragged, shrieking "Murder" and "Up, Sinn Fein," toward an exit, and several enraged citizens nudged him with their boots as he passed.

At the exit there was so much of a furore that Lennon, the patrolman, who had the disturber by the neck, lost his man. Lennon's pals were busy. One after another they hurled fifteen persons into Fifty-seventh street, where a woman stood waving a large American flag and announcing that Sir Philip Gibbs couldn't tell the truth because he was English. Around her the ousted patriots gathered, and there they remained until charged again by the cops. None was arrested.

SIR PHILIP PROCEEDS

From then on, save for sporadic outbursts from the fat man, who was immovable even by cops, Sir Philip was able to proceed fairly connectedly. He never did tell what the doctor said, however.

And every so often a gentle looking woman sitting in the orchestra taking copious notes indulged in shrill appeals to Sir Philip to tell "all the truth." Occasionally she demanded facts about Egypt.

Sir Philip looked a bit bored, but finally said:

"If you don't mind, all of you I shall be glad to answer any questions I can after I have finished."

That didn't suit the orchestra woman but aroused the friendly majority to cheers. A cop stood beside the fat man, club poised, and the wedged in one was quiet. But after it was all over and Sir Philip had said that whoever was giving voice to the opinion that there was danger of war between Great Britain and America was "a damned fool" a woman rushed toward the platform wailing like a banshee.

"You English poltroon," she began, "I'll——"

She was pushed back and hissed down. Another woman ran to her side and grasped her arms.

"Come out, come out," the second woman snapped. "We make a mess of it. It was all done wrong. Come home."

"A dozen persons were making speeches. But the friendly majority simply swept them out of the hall by sheer numbers.

"It does seem," said Sir Philip, "as though there were persons listening to me who did not wholly agree with what I said."

Between riots Sir Philip asserted that what is going to happen to Germany is what is going to happen to Europe generally. He said he saw justice in the German reparation of 226,000,000,000 marks gold, but wondered whether it did not mean that the men and women of Germany would not be well fed and clothed until that sum was exacted from her—for forty-two years.

He said he saw in an underfed and ill clad Germany the possible spread of anarchy as it occurred in Russia.

"When a man's hungry," he said solemnly, "he snatches like an animal."

Two things would mean the destruction of white civilisation in Europe, he continued—another war and the further spread of anarchy.

"I am told that American chemists have discovered a poison gas beside which that used by Germans and then by us in the late war was but a plaything. I do not know whether that be true, but I do know that England has discovered such a gas. There will be no war at once. The people will not permit it."

REGRETS AMERICA'S ABSENCE

Sir Philip went on to deplore the absence of America from the council of the League of Nations. That absence, he said, rendered the league impotent. He went on to say that Europe was being ruled today by men with old minds tied to the past by precedent. And then he concluded:

"I was told a few days ago that a great public official warned of the danger of war between England and America. I say now as I have always said that if any man in England said that he is a damned fool. I do not believe he said it. I believe his words were twisted by one of the newspaper correspondents of that little band of men who are seeking to poison the relationship between us and who should be put away for it.

Sir Philip declared that he saw unwisdom in England's policy in Ireland and that there had been acts committed in Ireland by the Black and Tans that formed a blot on the chivalry of the British soldier. But, he added, the Irish people had done things of which they should be ashamed.

"But as for war between England and America—impossible!" he cried. "The idea of a great American navy does not gray a hair in any English head."

NAGASAKI-SH'GHAI SHIP LINE PLANNED

Express Service May Be Aided By Government—Ships Building In Glasgow

Since the Nippon Yusen Kaisha announced a plan for building a new fleet of 500,000 tons shortly after the conclusion of the Armistice, 120,000 tons have so far been completed and are already operating on the lines of the company. Of the remainder, 10 ships, amounting to about 100,000 tons, are now under construction, including the Asama Maru, a freighter of 10,600 tons, which was launched in February. Of the 10 ships, five were ordered from the Yokohama Dockyard, three from the Mitsubishi Dockyard of Nagasaki and two from a British company at Glasgow.

The ships ordered from the Glasgow firm are two passenger boats of 4,700 tons each. One is to be called the Nagasaki Maru and the other the Shanghai Maru. The former will have a speed of 18.5 knots and the speed of the Shanghai Maru will be 11.5 knots. They are to be launched in May and July, 1922, respectively. The two passenger steamers are to be employed between Nagasaki and Shanghai to maintain an express service between the two points, and it is expected that this venture will be financially aided by the Government.

The Mitsubishi Shipyard is building the Asama Maru and two other freighters of the same type—10,600 tons with a speed of 14 knots—called the Hakone Maru and the Haruna Maru. The Hakone will be launched in October, 1921, and the Haruna in December, 1921.

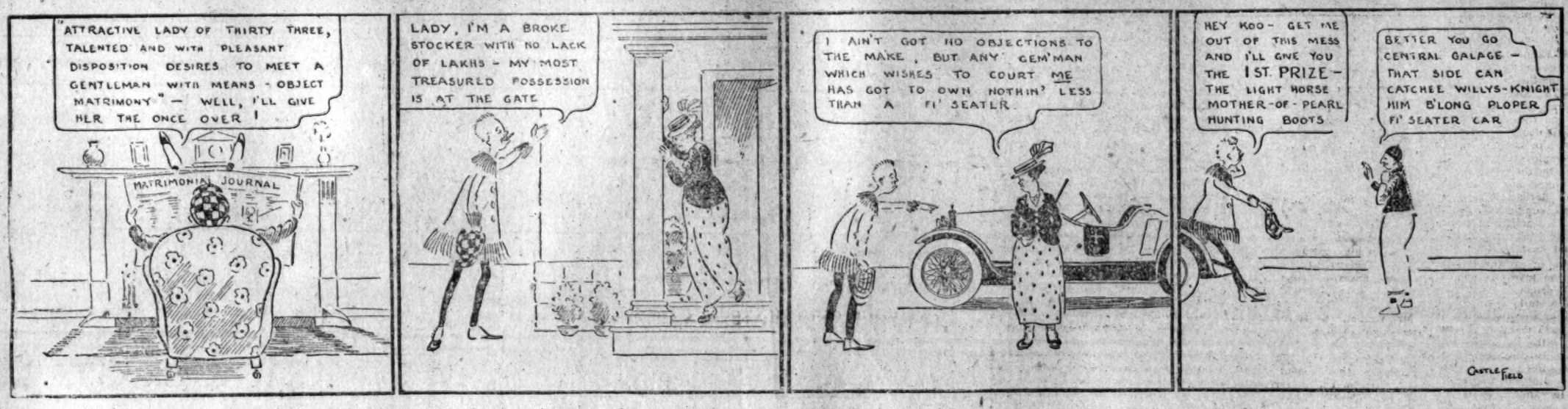
The Yokohama Dockyard Company is building a passenger steamer called the Chitose Maru, 2,700 tons, with a speed of 12 knots, which is to be launched in May next. The Yokohama company is also to build four freighters called the Mito Maru, Matsuye Maru, Matsumoto Maru and the Mayebashi Maru. These are all of a uniform size, with a capacity of 10,000 tons and a speed of 14 knots. The Mito is to be launched in April next, the Matsuye and the Matsumoto in May next and the Mayebashi a month later.

If the 500,000-ton program of the Nippon Yusen Kaisha is to be carried out in its entirety, some 300,000 tons must still be built. In view of the prevailing shipping depression, it is considered doubtful whether the company will place new orders for some time yet.

Ladies Wear Breeches In Truth At St. Moritz

St. Moritz, Switzerland, Jan. 25.—This year's winter sports at St. Moritz have excited greater popular interest than ever because of the unconventional costumes worn by some well known English and Continental society. Skirts have been abandoned by many of them for breeches and heavy leggings and the new style is considered a fixture in future because of the convenience of the garments now adopted.

The Adventures of Gasoline Gus and Koo, the Courteous Coolie ❀ *By Castlefield*


ATTRACTIVE LADY OF THIRTY THREE, TALENTED AND WITH PLEASANT DISPOSITION DESIRES TO MEET A GENTLEMAN WITH MEANS - OBJECT MATRIMONY" — WELL, I'LL GIVE HER THE ONCE OVER!
MATRIMONIAL JOURNAL
LADY, I'M A BROKE STOCKER WITH NO LACK OF LAKHS - MY MOST TREASURED POSSESSION IS AT THE GATE
I AIN'T GOT NO OBJECTIONS TO THE MAKE, BUT ANY GEM'MAN WHICH WISHES TO COURT ME HAS GOT TO OWN NOTHIN' LESS THAN A FI' SEATER
HEY KOO - GET ME OUT OF THIS MESS AND I'LL GIVE YOU THE 1ST. PRIZE - THE LIGHT HORSE MOTHER-OF-PEARL HUNTING BOOTS
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HARD TASK FACES BRITISH PREMIER

Talk Of Disruption Of Coalition As Third Session Of Parliament Opens

LEADER WITHOUT PARTY

But Asquith Opposition Is Made Up Of Conflicting Interests

London, Feb. 12.—The third session of the present House of Commons begins on Tuesday, when the King opens Parliament. The third is proverbially a dangerous session for Ministers and the present one has been heralded by a press campaign of extraordinary vigor and bitterness aginst the Coalition.

For a month past nearly every morning has seen new stories of blits among its supporters, defections of prominent politicians and prophecies of a general election. As a matter of fact, the program of the Government is such that it would not be in the least surprising if events made dissolution inevitable, but Mr. Lloyd George has denied most emphatically that he has any desire to bring it about.

Such questions as reparations and the future of Turkey, Ireland and Mesopotamia are difficult enough for any Government to handle in face of a determined opposition, but in addition the King's speech is likely to show that the Ministry intends to deal with three of the most controversial of domestic problems.

DIFFICULTIES ON ALL SIDES

It is pledged to do something for the "key industries" and to prevent "dumping" and thereby it will arouse the intense hostility of the strong free trade elements in the country. It is likely to deal with the licensing laws and must therefore run the guntlet of temperance fanatics and liquor interests. It is considering reconstitution of the House of Lords and runs the risk of stirring up the Radicals. Moreover, it is faced with a lamentable increase of unemployment and difficulties caused by the condition of foreign exchanges, and it has to come to some decision about the extraordinarily complex military, scientific and political issues which are involved in the disarmament and naval questions.

Yet in spite of all the pitfalls such a program involves, unbiased political prophets are not predicting the fall of Premier Lloyd George or the disruption of the coalition. The latter begins the session with its numerical majority scarcely diminished. Its chief weakness lies in doubt whether it can count on the same discipline in its ranks as in former sessions.

Few members have, indeed, formally renounced their allegiance. Lord Robert and Lord Hugh Cecil are about to cross the floor of the House but their action is more important as a symbol than as an actual change in their attitude. Horatio Bottomley and his little group of Independents have declared they will criticse the Government more freely and support it more reluctantly than before, but they are too few to make much difference and the real weakness of the opposition remains in its extraordinary heretogeneity.

Never has such a curiously varied set of politicans come together as will sit crowded on the front opposition bench. Lord Robert Cecil, descendant of one of the great families of England, and Neil Maclean, Redest of Glasgow labor members, Asquith, apostle of Liberalism and laissez-faire, and Clynes, believer in socialism and regulation; General Seeley, ex-Minister and still Lloyd George supporter, and Arthur Henderson, who hopes soon to supplant the Premier—they represent almost every shade of political thought and cannot expect to act effectively together.

Internal disaffection is the main danger of the Coalition. Some of the Unionists, confident in their strength in their constituencies, declare Bonar Law has been far too subservient to the Premier. The Liberal wing, on the other hand, are likely to find it hard to go into the same lobby as their Unionist brethren on such matters as the House of Lords and dumping. Each section, too, is jealous of the share either has of the Cabinet offices, and the centrifugal forces grow stronger as the Parliamentary machine spins faster.

Moreover, as the hour of dissolution approaches, whether it strike this year or two years hence, the personal position of Mr. Lloyd George assumes greater importonce. Today, it seems, he holds the position, extraordinary in British politics, of a leader without a party. The intransigeant section of his old Liberal friends is doing its best to undermine him. The National Liberal Club, his own club, has refused to hang his portrait. The Liberal machine of Cardigan in his own home country has refused to accept his own secretary, Captain Evans, as its candidate in the forthcoming by election, and he, at this difficult moment of his career, may have to face personal rebuff and defeat.

PREMIER IN FIGHTING MOOD

But he is not taking these assaults on his power meekly, and all his life he has never been so dangerous as in a hard fight. He knows his own danger and his lieutenants are working hard to build up a Coalition Liberal organisation throughout the country that will stand the test of battle. But his chief strength still lies in his unrivaled parliamentary skill and the apparent impossibility of suggesting any Minister or combination of Ministers to take his place.

Proposals have in the last few weeks been made for some such alliance as Lord Grey as Premier, Mr. Asquith as Lord Chancellor and Lord Robert Cecil as Foreign Minister, but their enunciation has only led to almost derisive criticism.

No single figure has yet appeared strong enough to challenge Mr. Lloyd George, and as long as he can by his eloquence play on the House of Commons like a fiddle with the uncanny faculty of drawing strength from the ranks of his opponents at the very moment that his own avowed followers are failing him, he is likely to remain safe in office and to defeat the plans of his most crafty political adversaries.

GETS HOME BACK THROUGH GHOST

Farmer Wright Pleads Fright To Overcome British Law Regarding Housing

London, Jan. 25.—Naturally no one wants to live in a haunted house. So a better plan could not be offered than that by Robert Wright in his recent application to the Magistrates of Stansted Sessions, Essex, for possession of a house he owns there which was then tenanted.

Mr. Wright, a retired farmer usually self-possessed, even stolid, declared tremblingly that there was a ghostly occupant of the house he occupied at the moment and that the apparition had so terrified his wife and himself that their health was affected.

"One morning, about 2.30," he testified, "my wife and I were awakened from sleep. We saw our bedroom door open and an apparition entered the room. It was that of a man whom we did not know and had never seen. He wore only a shirt, trousers and braces. The apparition called 'Mother!' several times. My wife and I heard the cry distinctly. Then it disappeared.

"Because it had called 'mother' I went to my son's room. He was fast asleep, but I awoke him and questioned him. He was certain he had not been dreaming and had not left his bed. Indeed, the apparition looked nothing like him, for my wife and I both saw it again when it was crouching on the landing of the staircase. It frightened us almost to death."

Under the housing law, the Magistrates made an order for possession in Mr. Wright's favor.

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When one speaks of the motor-car used by General Pershing in France during the war the natural reply is "Which One" for the American Commander-in-Chief never made a trip without at least two motor cars. This doesn't mean that he had the second for officers accompanying him, for they had their own cars, but that he had one or two extra cars with him to jump into if a tire blew out or something else happened to the one in which he was riding.

USED A ROLLS-ROYCE FIRST

But when the General had used the Rolls-Royce someone lent him and had worn out several other cars by his very severe wear on them, he chose the Locomobile as his staff car and ordered 18 of them from America. The first group, five in number, came through the big motor reception park in Bordeaux in March, 1918. They were uncrated and set up by the best mechanics in the park and G.H.Q. was notified of their arrival. They were of 104 horsepower and the special six-passenger limousine bodies were built on stock Locomobile chasses. The bodies were made of aluminum and of special streamline construction, with air-splitting windshields. They were enameled khaki color when they arrived and by this fortunate fact avoided the coat of O.D. paint with which the park's artist covered the red, black, blue and green cars arriving from America then. One of the cars had a trunk rack on top, modeled after those on French cars, and from this fact it was picked by the men who handled them as the General's own car.

"The man on horseback" is a classical description of the great army leader, but in the last great war the commander had as his steed the best motor car, he could procure, and no rider was harder on his mount than was General Pershing on his motor car. The Locomobiles arrived after he had worn out a number of other makes and they justified his confidence in them. Though he frequently used a Cadillac, the officers' car in general use in the United States Army, the Commander-in-Chief was usually seen in a Locomobile, which was in turn followed by an extra "mount" and by other Locomobiles and cars of other makes bearing his official following and advisers. His car was guaranteed to do 85 miles and he is said to have soon seen that it was as guaranteed. It was fitted with twin five-inch tires on the rear wheels and in addition carried four extra wheels and tires.

A.E.F. USED 12,000 VEHICLES.

General Pershing and his staff had plenty of opportunity to observe the records of other cars in France, for besides the many thousands of cars used by other Allied armies, the American forces alone carried to France 120,000 motor vehicles, including a total of 160 makes. The fact that the General had brought back from France and is now using—he and his staff officers—five of these Locomobile shipped to the war area is ample evidence of his satisfaction in his first choice.

Each grade of officer above a colonel in the American Army in France had a colored plate, about six by eight inches, on the windshield of his car to designate his service and rank. The plates varied in color scheme from plain white or red to a replica of "Old Glory" itself. General Pershing carried a plate with four white stars on a red shield to show his rank of full general and another, it was also the only one in use in the army, an American flag, to designate him as American Commander-in-Chief. Each division before it went into the line was inspected personally by General Pershing, whose car rushed from village to village and camp to camp where separate companies were located. He had an approximate schedule sent out in advance.

THE GENERAL ARRIVES LATE

Now, as every good soldier knows, when the general arrives the guard is supposed to be turned out. At one company's camp the C.O. instructed the sentry on duty about 2 o'clock in the afternoon that the general was coming about 3 o'clock and when his car came in, bearing the four stars, he, the sentry, was to call out the guard. The sentry paced back and forth and back and forth—3 o'clock, 3.15, 3.30, quarter before 4, 4 o'clock; he grew tired and hungry and wondered why his relief did not arrive. At 4.15 two cars dashed into the camp in a cloud of dust and an officer quickly got out of the leading one and looked about. Seeing the sentry, he approached him with quick step and demanded to know why the guard was not out. The sentry stood at attention, but in his fretting about his relief had almost forgotten about his guard instructions. He hesitated a moment and the officer said: "Don't you see those four stars; don't you know who I am?" The frightened sentry then recalled his instructions, glanced at the car with the plate with four stars on it and then blurted out: "O, yes, I remember; you're the feller that was supposed to be here at 3 o'clock."

The guard was then turned out.

WAR PORTRAITS FOR POSTERITY

Eminent British Artists Are Putting Haig, Beatty And Others On Canvas

London, Jan. 25.—To commemorate "The Great Men of the Great War" three large portrait groups are to be presented to the National Portrait Gallery, a gift to the nation from a well known millionaire. One will be of statesmen, the second of soldiers and the last of sailors.

John S. Sangent, R. A., the world famous portrait painter, will do the soldiers, who will include Field Marshal Lord Haig, his army commanders and probably the British commanders in the theatera of war other than France.

The naval group is in the hands of Sir Arthur Cope, R. A., who painted King Edward, King George, the Prince of Wales and many dignitaries of church and state.

Sir James Guthrie, who for seventeen years was President of the Royal Scottish Academy, will struggle with the statesmen. He has the hardest task of all. In addition to the delicate question of who is to be included in this group, he probably will have to depict them in the conventionally dull frock coat and trousers, though there is some talk of their wearing court costumes.

Work on the groups has begun, and individual sketches are being made, but the number and names of the men to be included in each group has not been decided.

LARGEST DUTCH SHIP CLEARS AT YOKOHAMA

Alderamin Is Biggest Holland Boat Ever To Make Port East Of Singapore

The United Netherlands Steamship Company cargo vessel the Alderamin, which cleared from Yokohama March 20 after having discharged 3,500 tons of registered cargo, is the largest ship flying the Dutch flag ever to enter a harbor east of Singapore, being equalled by the new Dutch liners plying between the Dutch East Indies and Holland which, however, never come beyond the Malay archipelago. The ship has a deadweight tonnage of 12,300 tons, 7,700 gross tons and 6,900 net tons. It is 495 feet long, has a draught of 28 feet, a beam of 61 feet, 2,000 h.p. and a speed of 12 knots.

The Alderamin was built by the Vulkan Shipyard at Vegesack, near Bremen, Germany, for the German company the Roland line, but when still in the stocks was exchanged with the Netherlands Steamship Agency for 10 smaller steamers. The German firm also included the Alderamin's sister ship the Alberaran. She was later allotted to her present owners.

The vessel left Hamburg in December for Yokohama. She did not carry much through cargo, but did a large interport business on the way out. She reloaded very little cargo in Japan proper, but picks up 5,000 tons deadweight of soya beans and wheat at Dairen for Europe.

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Further particulars will be supplied on application.

OFFERED:

Salvarsan	Barium nitrate 2,000 lbs.
Neo-Salvarsan (American make)	Cocoa Butter about 1,000 lbs.
Ammonia, about 20 drums each 800 lbs., spec. grav. 0.880	Glycerine about 5,000 lbs.
Boracic Acid 100 barrels @ 2 cwt	Nickel Salt about 1,000 lbs.
Citric Acid about 1,000 lbs.	Potassium and Iron cyanide for steel hardening about 1,000 lbs.
White Arsenic 10,000 lbs.	Sodium bicarbonate about 10,000 lbs
Pyrogallic Acid 1,000 x1 oz b.	Hyposulphite of Soda for photographic use about 5,000 lbs.
Aluminium sulphate free from iron 2,000 lbs.	Strontium nitrate about 2,000 lbs.
Ammonium carbonate 1,500 lbs.	Sugar of Milk about 3,000 lbs.
Acetone several 100 lbs.	Zinc oxide about 3,000 lbs.
Amyl acetate about 50 gallons	

WANTED:

Coconut Oil 3-5 tons.	Rosin H or G quality 10-20,000 lbs.
Alcohol 95%	Potass cyanide 300 lbs.
Naphthalin powder, flakes	Gall nuts 500 lbs.
Naphthalin Balls	Sandarac Gum 300 lbs.
Caustic Soda 10-20,000 lbs.	Turpentine Venice 200 lbs.
Soda Ash 10-20,000 lbs.	Shellac brown 200 lbs.

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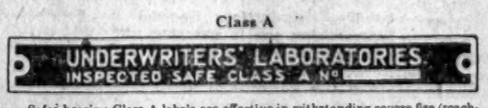
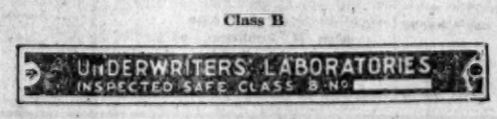
THE SAFE-CABINET was the first safe to be granted a label by the Underwriters' Laboratories, and now bears their highest labels—Class "A" and Class "B," signifying ability to resist terrific and continuous heat fe 4 hours and 2 hours respectively.

Class A



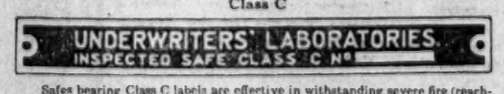
Safes bearing Class A labels are effective in withstanding severe fire (reaching 2,000 degrees F.) for at least *four hours* before interior temperature reaches 300 degrees F., and in withstanding while in highly heated condition, impact due to falling 30 feet in the clear.

Class B



Safes bearing Class B labels are effective in withstanding severe fire (reaching 1850 degrees F.) for at least *two hours* before interior temperature reaches 300 degrees F., and in withstanding while in highly heated condition, impact due to falling 30 feet in the clear.

Class C

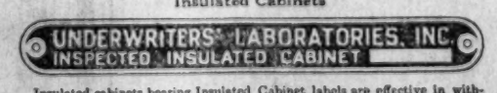


Safes bearing Class C labels are effective in withstanding severe fire (reaching 1,700 degrees F.) for at least *one hour* before interior temperature reaches 300 degrees F., and in withstanding while in highly heated condition, impact due to falling 30 feet in the clear.

Light-Weight Safes

Safes bearing Light-Weight Safe labels are effective in withstanding severe fire (reaching 1,700 degrees F.) for at least *one hour* before interior temperature reaches 300 degree F., and in withstanding while in highly heated condition, impact due to falling 30 feet in the clear.

Insulated Cabinets



Insulated cabinets bearing Insulated Cabinet labels are effective in withstanding fire of moderate severity (reaching 1,650 degrees F.) for at least 45 minutes before interior temperature reaches 300 degrees F., and in withstanding only lighter impacts.

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EX-REPORTER IS RULER OF AUSTRIA

Former New York Scribe Sits In Seat Of Mighty At Vienna, Paris, London

SOLDIER EDITOR DICTATOR

Hoover Chose Him For Right Hand Man In Belgium Relief Organisations

London, Jan. 29.—Sir William Athelstone Meredith Goode, K. B. E., known to his friends as "Billy" Goode, yet unknown to the world as the uncrowned King of Austria, is a Briton whose power over that country is almost as complete as that wielded by the Hapsburgs themselves.

Here is a man who a few months ago was hardly known, yet whose activities and policies at the present moment have a great deal to do with the rehabilitation of Middle Europe, if not, indeed, eventually of all the world.

"Billy" Goode has had a wonderful career.

He was born in Newfoundland June 10, 1875, and was sent by his father, the Rev. T. A. Goode, to Foyle College, Ireland, for his schooling.

Like many adventurous youths, the sea called him and after various adventures before the mast in tall, full-rigged ships—"wind-jammers"—we find him installed as a full blown purser in the British mercantile marine.

FINE NEWSPAPER CAREER

We next hear of him as a trooper in the 4th United States Cavalry; later as a newspaper reporter in San Francisco and New York; later again, in 1895, as city editor of the New York Mercury and as representing the Associated Press on Admiral Simpson's flagship throughout the Spanish-American War. He remained with the Associated Press from 1896 to 1904.

Sir William was a first class reporter and so, in the course of time, he came to England and was quickly picked out for important posts.

From 1904 to 1910 he was news editor of the Standard; 1911 finds him joint news editor of the London Daily Mail.

Today he is Sir William Goode, K. B. E., Chairman of the Austrian Section of the International Reparations Commission; Commander of the Order of the Crown of Belgium, Commander of the Order of Queen Isabella the Catholic, dictator and legislator, with a string of accomplishments and honors which fills more than half a column in "Who's Who" for the year 1921.

Twenty years ago, when "Billy" was an Associated Press reporter, he was a typical Gibson type of young man, fine looking, tall, blue eyed, fair haired. He still carries his good looks, He bubbles over with cheerfulness.

Put he can also be determined.

HOOVER SEIZED HIM

Just before the war his journalistic capabilities attracted the attention of Mr. Hoover, who literally "collared" him and made him the right hand man of his Belgium relief organisations. Mr. Hoover will testify to you that no man ever handed out flour, and bread, and bacon, and eggs with such cheerful bonhomie and with such a willing manner as did "Billy" Goode.

And so, when Mr. Hoover's activities in Europe ended he turned his affairs over to the capable hand of his lieutenant who at once became an important official of the British Food Ministry, with a handle to his name in the next New Year's honor list.

Today, as head of the Austrian Section of the International Reparations Commission and chief representative of the British Treasury in Austria, Sir William Goode sits in a palatial room in Vienna, rings a bell and sends for the Prime Minister of Austria.

"Yes, Sir William. Certainly."

Marquises, grandees, counts, politicians, all wait their turn outside that room where sits the man who was once a trooper in Uncle Sam's 4th Cavalry!

He is a power in Austria.

Soon people will realise it. He holds the purse strings, and Austria has thrown herself into the hands of "Billy" Goode.

WHAT WOULD SAVE AUSTRIA

When the writer went to see him the other day in his London office in the Treasury Building in Whitehall—he has offices in Paris as well as London and Vienna—he told me that $250,000,000 guaranteed by the Allied countries could put Austria on her feet. That money would let a breath of fresh air among that weakened, war-sore, half-starved 8,000,000 who form what is left of the population of Austria today.

Credit would be re-established, business spurred and encouraged, organisations recuperated and a people, willing to work, would be encouraged and fed.

Austria is bankrupt. She has no credit. Her people starve. The factories and estates which formerly employed thousands of workmen are almost idle. Trade is stagnant. Nothing is done—no headway made. The situation which the capitulation brought about has hardly changed since Austria signed the armistice save that the thousands of men and women engaged in making munitions are out of employment and consequently living on a state which, incidentally cannot properly support them.

The morale of the country has sunk correspondingly with the depreciation in trade. The once beautiful streets of Vienna are now dirty, ill-kit and unkempt. Vienna is a tragedy city.

"So long as Vienna is throttled for financial resources," said Sir William, "so long will the whole of southeastern Europe be in difficulties; because Vienna is, as she always has been, the financial center of that part of the world."

LACK OF CREDIT

"For hundreds of years Vienna has played the part of middleman. All the big business of Southeastern Europe has been done by her bankers. Just as London's system prevails for the rest of the world, so before the war did Vienna prevail. And now the wheels of Austrian business are clogged for want of credit. Lift that credit up, stabilise the banks and the big businesses by clearing those clogs with those sorely needed dollars and the trade of the whole world will benefit."

Sir William Goode is right. If anybody has a firm knowledge, a keen grasp of the situation in Austria today that man is "Billy" Goode.

Nobody realises this better than the Austrians themselves. They recognise, as do those who know him personally, his wonderful powers of organisation. Only to the Austrians he is not "Billy." To them he is Law, Order, Government and ruler rolled into one—His Excellency, Sir William Goode.

DECLARES BRITISH RAILS INSOLVEN

Director Of Midland Says Roads Will Ask Government For Large Sums

New York, Feb. 13.—Sir William Guy Granet, a Director of the Midland Railway in England and Minister of Railways during the war, arrived yesterday on the White Star liner Adriatic from Southampton. He said only one railway company was solvent in Great Britain, but the Government and the people were pursuing an economical policy and the country would pull through.

"The railway situation in Great Britain," he continued, "is almost on a parallel with the condition of the railroads in the United States. After the war the British Government turned the roads back to the companies and permitted them to increase the passenger fares and the freight rates. Business was not good, however, and the roads have been losing money steadily. The Government will be surprised shortly by the demands of the British railways, with the exception of one road, for large sums of money to carry them along until conditions improve."

Sir William was optimistic concerning the labor question. He did not believe there would be any more strikes for higher wages, because the men realised employers would be unable to pay.

"There is a great depression in the steel industry," said Sir William, "because Belgium and Germany can both sell steel in England at a lower price than we can manufacture it. The working man is sensible and will soon see that there must be greater individual production. England is economising and is emerging with the balance of trade in her favor."

W. H. Coombs of the Pressed Steel Car Company returned after spending several weeks at Reval. He found business bad in Northern Europe. He believed the only way to end the Soviet rule in Russia would be to reopen trade.

Gordon H. Robinson, editor of Fairplay," the London shipping paper, arrived to investigate freight conditions. He said the export business had dropped to zero in England. He looked for no change in conditions for the next year at least. The Cunard Line was going to return the Imperator and the Kaiserin Auguste Victoria to the Government, Mr. Robinson added.

Mme. Lina Cavalieri, the operatic soprano, arrived to visit her husband, Lucien Muratore, the French tenor of the Chicago Grand Opera Company.

Another passenger was Count Nils Bonde, military attache to the Swedish Legation in Washington, who said the newly appointed Minister, Axel Walleberg, would arrive in New York next month.

Largest Boys' Club Grew From Prank

Started By E. H. Harriman When Stone Crashed Through Mission Window

New York, Feb. 13.—A small stone and a big idea have worked together to give New York the largest and most perfectly equipped boys' club in the world. A small, but decidedly bad, boy threw the stone, and the late E. H. Harriman had the big idea, which has been worked out to its present successful point. Imagine an active club of boys, over seven thousand boys—a working, fighting club—and you have the Boys' Club of the City of New York, situated at Tenth Street and Avenue A, the hub of the well-known Gas House District, for which a big benefit will be held next month.

Back in 1876 a little struggling organisation, known as the Wilson Mission, ran a club for girls at Ninth Street and Avenue A. It needed courage for a girl of the neighborhood to go to the mission. It was almost as bad for her as for a boy to be called a "sissy" instead of a "regular guy"—or whatever the 1876 equivalent was. But the girls' club was popular in a small way. Mr. Harriman visited it, on the invitation of some friends, became interested and lent a hand quite often in its activities.

Once, while he was down in the old meeting room of the mission there was a crash of glass, and a small stone dropped at his feet. A group of boys disappeared as he reached the street, and to Mr. Harriman came a great idea.

"I know what's the matter with those young gentlemen," he said. "They want a club of their own. Let us get together and give them one."

That started it and today a seven-story building houses more than ninety boys' clubs, with a thousand boys making nightly use of the building. All these clubs are units of the Boys' Club. The old idea that led the boy to commit a breach of the law, to qualify for membership in the gang, is translated into the eagerness with which he looks forward to graduation from junior to senior membership, with its increased privileges and standing.

The club leaders, most of whom are ex-college men, are important factors in the Boys' Club. To their devotion to the boys and the boys' trust and affection for them is ascribed the success of the organisation.

More than 150 of the club boys served in the army and navy in the war. Hundreds more were not old enough. Six died on the firing line, giving their lives for the same ideals they learn in their club.

The officers and trustees of the Boys' Club include many of the best known men in New York. Charles H. Sabin, President of the Guaranty Trust Company, is President of the club and never a week goes by but that he spends an evening there. Vice Presidents are W. Averell Harriman, son of its founder; William H. Skiddy and Allan McCulloh. Eliphalet N. Potter is Treasurer with Thomas Frothingham and Trowbridge Hall as assistants. Henry Stanford Brooks is Secretary and Curtis Wheeler is Director with a staff of three, William H. Kiss, C. Harold Helliwell and Charles C. Ayres. A recent addition to the staff is Adie K. Bell, who resigned from the assistant managership of the American Trust Company to become head of the Intermediate Department of the club.

The club has a Summer camp on Long Island, which accommodates 500 boys at one time. In addition it has a branch with a membership of about 500. Still it cannot meet the demand. Its maintenance alone will cost more than $120,000 this year.

FIND HUGE SEA MONSTER

Scientists Are Unable To Name Creature Dead on Florida Coast

Miami, Fla., Feb. 12.—Scientists and deep-water fishermen here are puzzled over the finding of a huge sea monster off Soldiers' Key, a few miles south of Miami, which they are unable to name. The body of the creature was found three weeks ago by Elmer E. Garretson of Huntington, L. I., N. Y., who today towed part of the skull to Miami. This fragment is fifteen feet long and seven feet wide and weighs three tons.

Mr. Garretson said he did not know the length of the monster, but said he saw as much as eighty feet of it. Sharks were devouring the flesh when he first found it. Mr. Garretson asserted that the creature evidently came up out of the deep waters of the Gulf Stream to die. About six feet of the skull protruded from the water.

Mr. Garretson will head a party which will try to bring the remaining portions ashore.

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Business and Official Notices (*Continued from Page 24*)

KROEWOEK JAVA PLANTATIONS, LTD.

NOTICE IS HEREBY GIVEN that the Eleventh Annual General Meeting of Shareholders in the above Company will be held on Monday, the 4th day of April, 1921, at 4 p.m., at No. 24A Kiangse Road, Shanghai, China.

The Transfer Books of the Company will be closed from the 28th March to the 4th of April, 1921, both days inclusive.

By Order of the Board of Directors.

J. A. WATTIE & CO., LTD.

Secretaries and General Managers.

36527

THE SHANGHAI GAS COMPANY LIMITED

NOTICE is hereby given that the Annual General Meeting of the Shareholders will be held at the offices of Messrs. Edward Ezra & Co., 14 Kiukiang Road, Shanghai on Thursday the 21st April, 1921, at 4 o'clock p.m.

The Transfer books of the Company will be closed from the 12th April to the 21st April, 1921, both days inclusive.

By order of the Board of Directors,

W. GATER,
Secretary.

36530

Hankow and Ports

The Hoong On s.s. Co.'s Steamer Changan, Captain Warild, will leave from the Ningshao Wharf, Chinese Bund Nantao, on Tuesday, the 5th inst., at about 12 o'clock (midnight) (Cabins fitted with electric light). Passage Money, Shanghai to Hankow, $36 single and $54 return. For Freight or Passage apply to office of the Company 47-49 Avenue Edward VII. Telephones, Freight 1520, Passage 3283.

36772

Union Church Ladies' Society

A Musicale in aid of the King's Daughters' scheme for a Convalescent Home will be held in the church hall on Wednesday, April 13th.

Admission $1 including tea.

Tea at 4 o'clock.

Musicale at 5 o'clock.

36770

S. S. "Wheatland Montana" From Seattle

NOTICE TO CONSIGNEES

Examination of the ship damaged cargo ex s.s. "WHEATLAND MONTANA" will be held at the Robert Dollar Wharf on Thursday, April 7th at 9 a.m. when Messrs. Eisler & Reeves, Marine Surveyors will be in attendance.

THE ADMIRAL LINE, AGENTS

36774

NOTICE

This is to notify that the Choice Confectionery and Biscuit Co., Ltd., have this day bought the Social Cafe at No. 1-2 Chiu Chiang Road, Shanghai, and all its appurtenances. The Public is hereby warned that any of the Social Cafe connections should this day be settled.

Choice Confectionery and Biscuit Co., Ltd.

1647 North Szechuen Road, Shanghai.

36773

NOTICE

NOTICE is hereby given that Mr. Francis Edward Milne, Architect and Civil Engineer, is from this day admitted as a partner in my practice and business, which will henceforth be carried on under the firm name and style of CUMINE & MILNE at the same address.

Dated at Shanghai this 2nd day of April, 1921.

H. M. CUMINE,
Architect & Estate Agent,
38 Kiangse Road.

MUNICIPAL NOTIFICATION

NO. 2832.

THE following Resolutions will be brought forward by the Council at the Annual Meeting of Ratepayers to be held in the Town Hall on April 14, 1921, at 2 o'clock p.m., and are published for general information:

Resolutions I, II and III.—Formal business and adoption of Rules of Procedure.

Resolution IV.—That the Report and Accounts for the year ending December 31, 1920, be passed.

Resolution V.—That the Council be, and it is hereby authorized and directed to take such action as it may, in its discretion, think fit, to reduce the bulk of the next and succeeding Annual Municipal Reports.

Resolution VI.—That the estimated expenditure for 1921, contained in the Budget proposed by the retiring Council, together with the recommendations attached thereto, be approved and adopted, and that the Council be and it is hereby authorized to impose, collect and recover the rates, taxes, dues and fees recommended therein, and to raise, should it be considered expedient to do so, upon such terms and in such manner as the Council may in its discretion think fit, a sum not exceeding Tls. 7,000,000 or the equivalent of this sum, for the purposes defined in the estimate of Extraordinary Expenditure.

Resolution VII.—Election of Land Commissioner for the ensuing year.

Resolution VIII.—Election of four Governors of the General Hospital for the ensuing year.

Resolution IX.—Election of two members of the Permanent Education Committee.

Ratepayers intending to ask questions in regard to the Accounts or other matters connected with the foregoing Resolutions, are requested to give notice of such intention at least 24 hours before the Meeting, so that a full answer or other explanation may be given.

Ratepayers desirous of bringing forward additional motions, or of nominating duly qualified persons willing to serve under Resolutions VII, VIII and IX, are required to give notice thereof to the undersigned before 4 p.m. on April 8, for due publication.

By Order,

N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 2, 1921.

36734

Notice of Removal

From the first of April next, my office will be removed to No. U 1311 Peking Road (next door to my old office No. 12 Peking Road.)

N. B. RAMSAY.

36695

Notice of Removal

From the first of April next, our offices will be removed to No. U 1311 Peking Road (next door to our old office No. 12 Peking Road.)

REID, EVANS & COMPANY.

36696

S. S. WEST NIVARIA from Portland

NOTICE TO CONSIGNEES

AN examination of broken and ship-damaged cargo will be held at the Chang Kah Pang Wharf on Monday, April 4th, at 9 a.m. when the Marine Surveyors, Messrs. Eisler & Reeves, will be in attendance.

COLUMBIA PACIFIC SHIPPING COMPANY,

China Pacific Co., Agents,

36685

Dr. V. M. HAIMOVITCH, Oph. D.

Specialist in Eye Diseases

Glasses Prescribed and Fitted Scientifically,

Hours 10 to 12 and 2 to 5 p.m.

SHING HWA OPTICAL CO.

P.471 Nanking Rd., Tel. C. 5719

NOTICE

By mutual arrangement Mr. F. W. Schlobohm's connection with this Company ceased on the 31st March, 1921, and Mr. J. B. Taylor has been appointed Manager of our Workshop from date.

FOR

THE CENTRAL GARAGE CO.
C. J. WHITE,
Manager.

36694

MUNICIPAL INVESTMENT BANK

APRIL DEPOSITS

CARRYING interest at 7% per annum will be received at the Finance Department of the Council, Administration Building, 2nd Floor

on

Friday, April 1

and

Saturday, April 2

and from

Monday, April 4

to

Wednesday, April 6

(inclusive).

36716

You need never appear except at your best with our Service at your command.

THE ACME CLEANERS

Dry Cleaners & Dyers

65A Szechuen Road

Facing Ningpo Road

Tel: No. C. 2322

36225

Course in Millinery

For 3 months 3 times week 2 hours day, M. $15.00 per month. Also private lessons given at home. For terms apply to Mrs. Donzoff, 18 Range Road.

36625

ELECTRIC CABINET

TURKISH BATH

And Massage Establishment

Experienced men and women attendants "Keep open till midnight." Cor. Nanking and Szechuen Roads: PROF. I. K. SITO. above Oriental American Bank. Tel. 2768.

Genuine Swedish Massage

with modern electrical application given by Dr. Ed. Olson (qualified at Stockholm and Chicago).

Rheumatism and after effects from accidents a speciality, 1-5 p.m Telephone North 393.

52A Range Road. 33929

Dr. James Yuking

Specialist in the treatment of Venereal Diseases and Piles.

73 Nanking Road,

Piles guaranteed to be cured within ten days after one treatment without operation or pain.

Office hours: 9-12 and 1-6 daily.

Dr. E. G. Lobzowsky DENTIST

Four Years' Practice in New York.

Painless Extractions, Plate Crown Bridgework, Gold and Porcelain Inlays.

No. 3 G Peking Road
Tel. Central 1125

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全大瀛地治政業商國中

New Atlas & Commercial Gazetteer of China

"The book that answers my questions about China quicker than any other."

"The biggest and best book on China."

Edited by Edwin John Dingle

Address Enquiries to the Proprietors:

Far Eastern Geographical Establishment

No. 6 Kiukiang Rd. Tel. C. 3073

China Lace Guild

96 Szechuen Road

Filet, Irish, Venetian Point Lace and Embroidery manufacture and export

31346

The Laou Kung Mow Cotton Spinning and Weaving Co., Ltd.

SUBDIVISION OF SHARES

Shareholders in the above Company are hereby notified that the old Scrip of Tls. 100 per share can now be exchanged for the new scrip of Tls. 10 per share in accordance with the Special Resolution as passed at the Extraordinary General Meeting held on the 7th March, 1921 and confirmed at the Extraordinary General Meeting on the 24th March, 1921.

Shareholders are requested to send in their old scrip to the undersigned.

By Order of the Board,
ILBERT & CO., LTD.
General Managers.

36726

The International Recreation Club

SPECIAL ENTRY

THE DERBY CUP.

Will take place on the 14th May, 1921.

ENTRIES for this event close at 7 p.m. on Wednesday, 6th April, 1921, at the Club House, 126 Bubbling Well Road.

Entry Forms may be obtained upon application to the undersigned.

By Order,
Y. S. DAY,
Secretary.

36735

NOTICE

This will serve to notify the public that Mr. Y. M. Yung is no longer connected with our firm.

Thos. W. Simmons & Co. (China), Inc.

36737

NOTICE

CHINESE GOVERNMENT MINT COMMISSION.

I have this day handed over charge of this office to Mr. F. M. Sah, Director of Mint and Chairman of the Mint Commission.

MUN YEW CHUNG,
Director of Mint and Chairman of the Mint Commission.

NOTICE

By mutual arrangement I have this day terminated my connection with Mr. H. Herlofson.

A. M. WILKIE.

31st March, 1921.

NOTICE

I am establishing myself as a Ship, Freight and Coal Broker, commencing on Monday, 4th April, 1921.

A. M. WILKIE.
44 Szechuen Road, 1st Floor.
Tel. C. 1994.

36699

Shanghai Race Club

SPRING RACE MEETING, 1921.

2nd, 3rd, 4th & 7th May.

Entries for the Spring Race Meeting, 1921, will close at the Grand Stand at 6 p.m. on Wednesday, 6th April, 1921.

Entry-Forms are now available at the Grand Stand.

By Order of the Stewards,
A. W. OLSEN,
Secretary,
Shanghai Race Club.

36717

ELM & CO.

Commercial Engineers and Contractors
No. 39 Szechuen Road.
Tel. C. No. 801.

CONCRETE Work, Heating, Ventilation, Plumbing and Factory Installation

and

Importers of Steel Sash, Steel Bars Roofing and other Building Materials.

32695

TSINGTAO HOTEL—

PENSION — SEASIDE
(only 2 min. from station)
Open all the year round; splendid rooms each with verandah

$4.00 per day, up

Joseph Ph. Monchon
Proprietor

32995

NOTICE

NOTICE is hereby given that the Title Deed of F. C. Lot No. 1120 has been declared to be lost and that application will be made at the Consulat General de France (French Consulate) for the cancellation of the said Title Deed and the issue of a new one in lieu thereof, at the expiration of two and one half months from this date.

Dated the 4th day of March, 1921.

FESSENDEN & HOLCOMB.
Attorneys.

36085

TEA

Wholesale and Retail Merchant

Best China Tea Black, Green and Brick

1 lb. Price: No. 1 $1. No. 2 $0.80 No. 3 $0.50, Ceylon tea $0.50. Any quantity if required. We oblige you by packing and forwarding by post anywhere. Moderate charges.

TONG SUN WO,
Y. 228 N. Szechuen Rd., Shanghai

36205

KINGMAN & BROS.

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery Philadelphia, U.S.A.

Will perform all kinds of dental operation on modern scientific principles, and supply:

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

TEL. CENTRAL 515
40, Szechuen Road, Shanghai

NOTICE

The undersigned hereby give notice:—

That a Public Meeting of Ratepayers will be held in the Town Hall on Thursday, April 14, at 2 o'clock p.m. precisely, to devise ways and means of raising the requisite funds for Municipal purposes, and to pass resolutions in reference thereto and to deliberate and decide upon other Municipal matters and business. At such meeting the accounts of the Council for the year ending December 31, 1920, will be submitted for the sanction and approval of the Ratepayers.

Shanghai, March 24, 1921.

E. D. H. FRASER,
H. B. M. Consul-General.
T. RAASCHOU,
Consul-General for Denmark and Acting Consul for Spain.
DE REUS,
Consul-General for the Netherlands.
G. DE ROSSI,
Consul-General for Italy.
K. YAMASAKI,
Consul-General for Japan.
H. A. WILDEN,
Consul-General for France.
ALFREDO CASANOVA,
Consul-General for Portugal.
N. AALL,
Consul-General for Norway.
M. F. PERKINS,
American Consul in Charge.
E. AKERHIELM,
Acting Consul-General for Sweden.
CH. FEGUENNE,
Acting Consul-General for Belgium.
MANOEL DE VEIGA MENEZES,
Consul for Brazil.

NOTICE

The undersigned hereby give notice:—

That a Special Meeting of Ratepayers will be held in the Town Hall on Thursday, April 14, at 1.45 p.m. precisely, to consider and to pass resolutions upon the several matters, notice of which is given in Municipal Notification No. 2821, published in the Municipal Gazette of March 17, 1921.

Shanghai, March 24, 1921.

A. D. BELL
A. W. BURKILL
A. J. H. CARLILL
E. O. CUMMING
GILBERT DAVIES
DOUGLAS FLEMING
H. E. GIBSON
R. E. S. GREGSON
A. H. HALLAM
CECIL HOLLIDAY
GEO. A. JOHNSON
C. KNIPSCHILDT
H. LESTER
P. W. O. LIDDELL
M. H. LOGAN
R. G. MACDONALD
W. L. MERRIMAN
W. B. O. MIDDLETON
S. B. NEILL
E. W. NOEL
E. C. PEARCE
ERIC M. ROSS
C. J. SCOTT
G. H. STITT
L. STRAETMANS
H. M. TIBBEY
R. E. TOEG
T. E. TRUEMAN
A. J. WELCH
W. G. WORCESTER

36556

THE SAN PEH S. N. Co., Ltd.

SHANGHAI-VLADIVOSTOCK, REGULAR SERVICE, via CHEFOO.

S.S. Shinfoo, Capt. K. S. Hassel
3,000 Tons 11 Knots.

This Steamer will leave from the Hoong Hsin Wharf, Pootung on Monday, the 4th April at about noon.

She will maintain a regular service between Shanghai-Vladivostok, via Chefoo and will take passengers, mail and parcels, (cabins fitted with electric light) Excellent service and cuisine.

First Class accommodation for 25 Passengers.

Third Class accommodation for 20 Passengers.

For Freight and passage apply to office of the Company 47-49 Avenue Edward VII. Telephones: Freight C. 1520, Passage C. 3283.

36635

FOO WAI HOSPITAL

Dr. S. W. CHAN
Specialist in the treatment of Venereal Diseases and Piles.

Piles can be cured within ten days without operation and pain (after one treatment) by using the English new method of injection. No. 495 Nanking Road (near Shangse Road). Consulting hours (daily) 7.30-9.00 a.m. and 5.00-7.00 p.m.

36538

DR. F. FRANEK, M.D.

Specialist in Urinary Skin and Internal Diseases (Latest European methods of treatment)
21, Nanking Road
Consulting hours 11-1, 4-6
Tel. C. 851

34960

FOR GROWING CHILDREN

THE "ALLENBURYS" MILK-COCOA is a beverage of inestimable value to delicate and growing children. Let them have a cup before retiring to rest, when it is found to promote refreshing sleep.

Sample on request

Allenbury & Hanburys, Ltd., Shanghai.

35445

FRESH MILK

delivery twice daily.

EXTRA ORDERS

are executed at any time

AIKOSHA DAIRY

39 Avenue Dubail
Tel. C. 2175

34912

DR. R. HOLPER, M.D

(Bordeaux University, France)

Specialist in Urinary, Skin and Internal Diseases. No. 15 Nanking Road. Office hours: 11 to 1 and 4 to 6. Tel. C. No. 736.

34825

CAFÉ PAULISTA

P443, Nanking Road,

'Phone C. 2970

TIFFIN 75 cts.
DINNER $1.00
also Meals a la Carte.

Cakes of all kinds made to order.

GENUINE BRAZIL COFFEE

Tins 75 cts. lb.,

FREDERICKS' HOTEL

100 West Jukong Road

A new up-to-date hotel. Excellent table and within a minute's reach from tram-car or railway station. Prices half those of other leading hotels.

We always reserve several large airy rooms for transient guests with families.

Cable Add. "FEILI"

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35008

HONMA HOSPITAL

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Tel. N. 2361

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka)
Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Urotroscope
Skin Diseases
Massage Treatment

FIRE

North Soochow and North Thibet Roads
March 11th, 1921.

NOTICE

The Offices of the Joint Assessors of this loss are at NO. 6 FOOCHOW ROAD, First floor: Telephone Central 28 (above the Chinese Post Office) to which all communications should be addressed from this date.

L. MOORE & CO., LTD.
LOWE, BINGHAM & MATTHEWS.
Joint Assessors.

FIRE

North Soochow and North Thibet Roads
March 11th, 1921.

REMINDER.

The Insured under the above loss are reminded that all claims must be sent in to the Insurance Companies concerned before 4 p.m. on the 26th inst.

L. MOORE & CO., LTD.,
LOWE, BINGHAM & MATTHEWS.
Joint Assessors.

36712

LISTEN OLD MAN—

Would you like to go about in a car of your own? I bet you would! Only you have not got the money to get one, you say? Well, take my advice, get

"THE PRO BONO PUBLICO"

booklet, which entitles you to a discount of from 5 to 15% on any purchase made with first-class Shanghai firms during the year, and in NO TIME YOU WILL HAVE SAVED ENOUGH to buy that car.

The booklet is printed in a limited number, and therefore

BUY THE
"PRO BONO PUBLICO"
TODAY

To be had at all stationers

Price $2.00 only

The Railway Car Loan Chinese Banking Group

INVITATION OF TENDERS

Tenders are invited by the Chinese Banking Group, on behalf of the Ministry of Communications for purchasing 30 locomotives of the Prairie type, 2 locomotives of the Mikado type, 3 locomotives of the Pacific type, 6 locomotives of the English type, 200 40-Metric ton all steel covered waggons and 100 40-Metric ton all steel high side open waggons for the Peking-Hankow, Peking-Suiyuan, Tientsin-Pukow and Shanghai-Hangchow-Ningpo Railways. Regulations, drawings and specifications for tenders for the above mentioned locomotives and waggons may be obtained from the Head Office of the Chinese Banking Group upon payment of fees mentioned below. Tenders will be opened at 2 p.m. June 15th, 1921, at the Head Office of the Chinese Banking Group. Fees for the drawings and specifications are as follows:

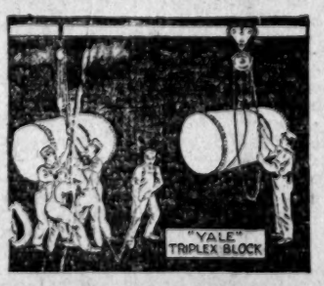
Drawings and Specifications for locomotive of the Prairie type	$10.00 (Chinese Currency)
Drawings and Specifications for locomotive of the Mikado type	$ 6.00 (Chinese Currency)
Drawings and Specifications for locomotive of the Pacific type	$ 6.00 (Chinese Currency)
Drawings for the tenders for the Mikado and Pacific types locomotives	$ 4.00 (Chinese Currency)
Drawings and Specifications for the locomotive of the English type	$10.00 (Chinese Currency)
Special Drawings and Specifications for 40 Metric ton all steel covered waggons	$10.00 (Chinese Currency)
Special Drawings and Specifications for 40 Metric ton all steel high side open waggons	$15.00 (Chinese Currency)
General Drawings for covered and opened waggons	$25.00 (Chinese Currency)

The Office of the Chinese Banking Group is located at the Peking Bankers Association, Chienmen, Peking.

36666

YALE & TOWNE HOISTS

Compare the old method on this side



with the new on this

For prices and particulars, apply to

FEARON, DANIEL & CO., INC.

18B, Kiangse Road,

Sole Agents in North China

If you Want the BEST FRENCH

SARDINES

We have them—IN OIL, IN TOMATO, TRUFFLED AND LEMON SARDINES

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No. 16, Nanking Road (Entrance Szechuen Road)

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£3,000,000
Reserve Fund	3,500,000
Reserve Liability of Shareholders	£3,000,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
Sir John Newall Jordan, P.C.K.C. I.E., K.C.B., K.C.M.G.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincal Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Alor Star (Kedah)	Hongkong	Puket
Amritsar	Ilo-ilo	Rangoon
Bangkok	Ipoh	Saigon
Batavia	Karachi	Seremban
Bombay	Klang	Shanghai
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Sourabaya
Cebu	(F. M. S.)	Tientsin
Colombo	Madras	Tavoy
Delhi	Manila	(Lower Burma)
Cawnpore	Medan	Taiping
Haiphong	Peking	New York
Hankow	Penang	Yokohama

Shanghai Branch: 18 The Bund

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT, Manager.

Barque De L'Indo-Chine

Subscribed Capital	Francs. 72,000,000.00
Paid-up Capital	68,400,000.00
Reserve Fund (1|6|20)	69,500,000.00

Head Office:
15 bis, Rue Laffite, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hoihoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mengtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais.

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts according to arrangement.

L. ARDAIN, Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabes."

Capital	Yen 10,000,000
Head office	Peking.

Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a speciality. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Klukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

T. TSENG, Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	£2,500,000
Silver	$21,500,000
Reserve Liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
G. T. M. Edkins, Esq. Chairman
G. M. Dodwell, Esq. Deputy Chairman.
A. H. Compton, Esq.
A. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak,
Hon. Mr. J. Johnstone.
A. O. Lang, Esq.
Hon. Mr. E. V. D. Parr.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.
Chief Manager.
Hongkong—A. G. STEPHEN

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Bankok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala Lumpur	S. Francisco
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Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd

Shanghai Branch: 12 The Bund
Sub-Agency: 9 Broadway

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa China, Japan and America.

G. H. STITT,
Actg. Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
Capital Contributed by Chinese Government	Kup. Tls. 3,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Broad Steet, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.

FAR EASTERN BRANCHES:

Bombay	Hailar	Peking
Chanchun	Hankow	Shanghai
(Kwan-chendze)	Harbin	Tientsin
	Hongkong	Vladivostock
Chefoo	Manchouli	Yokohama
Dairen (Dalny)	Newchwang	Kobe
	Urumtchi	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
S. JASTRZEMBSKI.
Managers for Branches in Asia

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid up Capital	Frs. 50,000,000
Reserves	Frs. 15,978.00

Head Office: BRUSSELS
London Office. 2 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branchs: Cologne, Bucharest, Alexandria, Tantah, Cairo, Peking and Tientsin.
Agents:
(1) Manchester: 31 Mosley Street
(2) New York 22 William Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours 10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital subscribed:	£1,000,000
Capital paid up	£1,000,000

HEAD OFFICE
No. 6 Des Voeux Road, Hongkong

SHANGHAI OFFICE
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchangee business transacted.

FUNG TSZ-KING,
Act. Manager.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital	$2,500,000.00
Reserve Fund	435,461.90

Head office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614
Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIH, Sub-Manager.
MENG CHIA, T. D. Woo, Acting Sub-Manager.

滙海實業銀行 Hwei Hai Industrial Bank, Ltd.

Founded and organised by Chang Chien and Chang Cha 1919

Head Office:
NANTUNGCHOW
Shanghai Branch:
22 KIUKIANG ROAD

Capital	$1,000,000

Tels: Managers' Office Cen. 5803
General Office: Cen. 5802

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

International Banking Corporation

Capital & Surplus:	G.$10,000,000
Undivided Profits:	G.$3,200,000

OWNED BY
THE NATIONAL CITY BANK OF NEW YORK.

Head Office:
60 WALL STREET, NEW YORK

London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tolozan
San Francisco Office:
232 Montgomery Street

Branches:

China		Japan
Canton		Kobe
Hankow		Yokohama
Harbin		Java
Hongkong		Batavia
Peking		Sourabaya
Shanghai		Panama
Tientsin		Colon
Dominican Republic		Panama
Barahona		Philippine Islands
Puerto Plata		Cebu
San Pedro de Macoris		Manila
Sanchez		Spain
Santiago		Madrid
Santo Domingo		Barcelona
India		Straits Settlements
Bombay		Singapore
Calcutta		
Rangoon		

BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK

Argentina		Italy
Buenos Aires		Genoa
Once (Buenos Aires)		Peru
Rosario		Lima
Belgium		Porto Rico
Antwerp		Ponce
Brussels		San Juan
Brazil		South Africa
Bahia		Cape Town
Pernambuco		Trinidad
Porto Alegre		Port of Spain
Rio de Janeiro		Uruguay
Santos		Montevideo
Sao Paulo		Calle Rondeau (Montevideo)
Chile		Venezuela
Santiago		Caracas
Valparaiso		Ciudad Boliva
Colombia		Maracaibo
Barranquilla		
Bogota		
Medellit		
Cuba		
Havana and 22 other cities in Cuba		

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

N. S. MARSHALL, Manager.
1a Kiukiang Road.

Banque Industrielle de Chine

Capital authorised	Frs. 250,000,000
Capital subscribed	„ 150,000,000
Capital paid up	„ 75,000,000
Reserves	„ 40,000,000

One third of the Capital i. e. Frs. 50,000,000 subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: ANDRE BERTHELOT
General Manager: A. J. PERNOTTE

HEAD OFFICE:
74 RUE SAINT LAZARE, PARIS
BRANCHES:

Antwerp	Le Havre	Shanghai
Batavia	London	Singapore
Bordeaux	Lyons	Swatow
Canton	Marseilles	Tientsin
Dunquerque	Mukden	Tsinanfu
Foochow	New York	Vladivostock
Haiphong	Peking	Yokohama
Hankow	Phnom Penh	Yunnanfu
Hanoi	Rotterdam	
Hongkong	Saigon	

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Société Générale pour favoriser le Development du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
Taels, Dollars, Gold Accounts

Interest allowed on current accounts in Gold or local currency, Savings accounts and fixed deposits. Terms on application.

Every description of Banking and exchange business transacted.

B. ADAM,
Manager.
1 French Bund, Shanghai.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING

Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Acting Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY)
Established 1824.

Paid-up-Capital:	Guilders 80,000,000 (about £6,666,666)
Reserve Funds:	Guilders 17,353,224 (about £1,446,107)
Special Reserve:	Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Ban Jermasin	Pekalongan
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Acting Manager.

The Bank of East Asia, Ltd.

Authorised Capital	$2,000,000
Paid up Capital	2,000,000
Resreve Fund	500,000

Head Office:—2 Queen's Road Central, Hongkong
Shanghai Branch:—30 The Bund
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd.
Agencies and Correspondents in the principal Commercial centres of the world.

Every description of banking and exchange business transacted
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

RUE CHENG,
Acting Manager.

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital	$1,000,000.00
Reserve Fund	$ 133,316.00
Undivided Profits	$ 71,030.00

Head Office and Branches:
Hangchow, Shanghai, Haimon, and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam, New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo, Kobe, Yokohama, Osaka, Hakodata, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.

Saving Accounts at 4% compound interest.

Every description of Banking and Exchange transacted.

LI MING,
Manager.
SHANGHAI BRANCH,
U39 Peking Road.
Tel. C. 3145, Manager's Office
C. 2147, General Office
Cable Address:
"CHINDUBANK" Shanghai.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars.	4,800,000
Aut. Cap. Gold It. Lire..	16,000,000
Paid up Capital ..Silver	$1,200,000
Paid up Cap. Gold It. Lire	4,000,000

Branches: Peking, Shanghai, Tientsin
Bankers:
Italy: Credito Italiano, Banca Italiana di Sconto, Banco di Roma.
London: Credit Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Credit Commercial de France.
United States: Italian Discount Co., Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Union di Credito.

Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U.S. Gold, Italian Lire, Francs and other currencies. Terms on application.

General banking business transacted. Special facilities for Italian exchange.

Telegraphic Address: Banksinit
SHANGHAI, No. 16 Kiukiang Rd. Tel. C. Nos. 5090 and 5091.
G. GIACHINO: ROBERT LEE
Managers.

THE National Shawmut Bank is one of the institutions of Boston. Organized in 1836, with a capital of $500,000, its growth has kept pace with the growth of New England until it now has deposits of $142,000,000, capital of $10,000,000 and surplus of $12,000,000. For more than three quarters of a century the bank has been an active factor in the development of foreign commerce.

This is one of the nine great American banks which are stockholders in the Asia Banking Corporation.

CAPITAL $4,000,000
SURPLUS $1,100,000

ASIA BANKING CORPORATION
an American Institution

BRANCH OFFICES
PEKING—TIENTSIN—HANKOW—HONGKONG—CANTON—CHANGSHA—SINGAPORE—MANILA

HEAD OFFICE IN THE UNITED STATES
35 BROADWAY, NEW YORK CITY

HEAD OFFICE FOR THE FAR EAST
Kiukiang and Kiangse Roads
SHANGHAI

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1918
Head Office: TIENTSIN

Subscribed Capital	$2,000,000.00
Paid-Up Capital	$1,500,000.00
Reserve Fund	$ 124,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
			Cincinati

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. R. Sun Manager
T. D. Zar, Sub-Manager

PARK-UNION FOREIGN BANKING CORPORATION

Capital G.$4,000,000
Surplus and Undivided Profits G.$754,000
HEAD OFFICE, 56 WALL ST., NEW YORK
BRANCHES:
SAN FRANCISCO SEATTLE
TOKYO PARIS YOKOHAMA
CANADA—400 branches of the Union Bank of Canada
Shanghai Branch: 7 Kiukiang Road, Tel. C. Nos. 5874 & 5875.
CURRENT & FIXED DEPOSITS

Accepted in Taels, Mexican Dollars, U. S. Dollars, Canadian Dollars, Sterling, on Application.

Every description of banking and exchange business transacted.

F. V. REILLY,
Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Capital	$ 1,000,000.00
Reserve	$ 200,000.00

Head Office: 9 Ningpo Road

CORRESPONDENTS ABROAD:

LONDON	NEW YORK	PARIS
BERLIN	AMSTERDAM	TOKYO
SEATTLE	SAN FRANCISCO	MANILA
CHICAGO	SINGAPORE	OSAKA

Every description of banking and exchange business transacted.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Chinese American Bank of Commerce

(Formerly Commercial and Industrial Bank of China)

Established by American and Chinese Capitalists under Special Charter of the Government of China issued April 12th, 1919.

Authorised Capital	G.$10,000,000
Paid-up Capital	5,000,000

HEAD OFFICE:
198 Hsi Ho Yen, Peking
President:
The Honorable Chien Nen-shun.
American Vice-President:
James A. Thomas, Esq., Peking.
Chinese Vice President:
Hsu Un-yuan, Esq., Peking.
NEW YORK AGENTS:
The Chase National Bank, The American Foreign Banking Corporation, and Hayden, Stone & Co.
Branches in China:
Peking, Tientsin, Shanghai, Hankow, Shihkiachwang, Tsinau, Harbin and agents in important cities.
Manila Branch:
Manila, P. I.

Current Accounts opened on usual terms. Fixed Deposits received at rates to be ascertained on application. Drafts issued and Telegraphic Transfers made. Foreign exchanges bought and sold. Commercial and Circular Letters of Credit issued. Bills, Checks, and other Documents collected. Purchase and Sale of Stocks and Bonds effected. Every description of General Banking Business transacted.

The Bank is closely associated with a number of the leading Financial Institutions in the United States and also prominent Chinese Capitalists in China, and is prepared to give financial facilities and to assist its clients in initiating and developing solid commercial and industrial undertakings in China.

Your account will be welcomed at this Bank, where you are assured of absolute security and the most courteous service.

Shanghai Branch:
N. 11 Nanking Road.
Tel. Central Nos. 5841, 5842.
E. KANN, Manager.
LOUIS SHEN, Assistant Manager,
SOOYII K. SHEN, Assistant Manager.

The Bank of China

(Specially authorised by Presidental Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,800.00
Reserve Fund	$1,298,522.60
Special Reserve Fund	$1,898,803.62

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.
SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG.
Manager.
Shanghai, 15th February, 1919.

Rubber Prices

Messrs. J. A. Wattie and Company have received the following telegram from Messrs. Barker and Company, London, dated March 31.

Average Spot price standard quality Ribbed Smoked Sheet 10½d.

Average Spot price standard quality First Crepe 1/0.

Market unsettled.

-:- Financial And Commercial News -:-

BENJAMIN AND POTTS SHARE LIST
Yesterday's Prices

Stock Banks	Quotations Closing
H. K. and S. B..	$855 B.
Chartered	£71¼
Russo-Asiatic ..	Rs. 250
Marine Insurances	
Canton	H.$455 S.
North China	Tls. 153
Union of Canton .	H.$275 B.
Yangtsze	$25
Far Eastern Ins.	Tls. 22¼ B.
Fire Insurances	
China Fire	H.$125 B.
Hongkong Fire ..	H.$337 B.
Shipping	
Indo-China Def. .	H.$275 B.
Indo-China Pref..	H.$25 B.
"Shell"	105/-
Shanghai Tug ord.	Tls. 43
Shanghai Tug pref	Tls. 87½ B.
Mining	
Kaiping	Tls. 30 B.
Oriental Cons. ...	17/-
Raub	$3.75 B.
Docks	
Hongkong Dock .	H.$200 B.
Shanghai Dock ..	Tls. 140 S.
New Eng. Works.	Tls. 26 S.
Wharves	
Shanghai Wharf .	Tls. 135 S.
Hongkong Wharf.	Tls. 98 B.
Lands and Hotels	
Anglo-French Land	Tls. 81 B.
Shanghai Land ..	Tls. 78 S.
Weihaiwei Land .	Tls. 3
S'hai Hotel Ltd. .	Tls. 65 B.
China Realty ord.	Tls. 50
China Realty pref.	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 360 B.
E-wo (pref.)	Tls. 97½
Laou-kung-mow .	Tls. 335
Oriental	Tls. 14 B.
Shanghai Cotton .	Tls. 118 B.
Kungyik	Tls. 37 B.
Yangtszepoo ...	Tls. 23¼ B.
Yangtszepoo Pref.	Tls. 97
Industrials	
Butler Tiles	Tls. 25
China Sugar	Tls. 235 S.
Green Island	Tls. 13.30 B.
Langkats	Tls. 12.65 B.
Major Bros.	Tls. 5
S'hai Sumatra ...	Tls. 112½ B.
Stores	
Hall & Holtz	$9½ B.
Llewellyn	$80
Lane, Crawford..	$87½ B.
Meutrie	$40
Watson	H.$8¾ S.
Weeks	$12 B.
Rubbers (Local)	
Alma	Tls. 2¼ B.
Amherst	Tls. 0.15 B.
Anglo-Java	Tls. 5.60 B.
Anglo-Dutch ...	Tls. 2½
Ayer Tawah	Tls. 20
Batu Anam 1918.	Tls. 0.40
Bukit Toh Alang.	Tls. 1 B.
Bute	Tls. 0.60
Chemcr United ..	Tls. 0.40 B.
Chempedak	Tls. 4
Cheng	Tls. 1¼
Consolidated ...	Tls. 1.30 B.
Dominion	Tls. 3½
Gula Kalumpong.	Tls. 4½ B.
Java Consolidated	Tls. 7
Kamunting	Tls. 2.10 B.
Kapala	Tls. 0.15 B.
Kapayang	Tls. 10
Karan	Tls. 7
Kota Bahroe	Tls. 1¼ B.
Kroewoek Java .	Tls. 6½ B.
Padang	Tls. 6
Pengkalan Durian	Tls. 2
Permata	Tls. 0.55 B.
Repah	Tls. 0.50
Samagaga	Tls. 0.45
Seekee	Tls. 1
Semambu	Tls. 0.55 B.
Senawang	Tls. 3¼
S'hai Klebang ...	Tls. 0.30 B.
Shanghai Malay .	Tls. 3
S'hai Malay pref..	Tls. 8
Shanghai Pahang	Tls. 1
Sungala	Tls. 0.50
Sungei Duri	Tls. 4¾ B.
Sua Manggis	Tls. 3½
S'hai Kalantan ..	Tls. 0.55
S'hai Seremban .	Tls. 0.60
Taiping	Tls. 0.60 S.
Tanah Merah ...	Tls. 0.60
Tebong	Tls. 8 B.
Ulobri	Tls. 2¼
Ziangbe	Tls. 2.70 B.
Miscellaneous	
C.I. & E. Lumber	Tls. 325
Culty Dairy	Tls. 9¼
Shanghai Trams .	Tls. 101 B.
Shanghai Gas ...	Tls. 24 B.
Horse Bazaar ...	Tls. 40¼
Shanghai Mercury	Tls. 25
S'hai Telephone .	Tls. 86
S'hai Waterworks	Tls. 110 x d

S. Sellers. Sa. Sales. B. Buyers

Benjamin and Potts, 8 Jinkee Rd.

Telephone No. Central 398

Stock Exchange
Transactions

Shanghai, April 2, 1921

OFFICIAL

H. & S. Banks $860.00
Yangtsze Insurance $25.00
Far Eastern Insurance Tls. 23.00.
Ziangbes Tls. 2.75
Shanghai Lands Tls. 78.00
Kung Yik Cotton Tls. 37.00

UNOFFICIAL

Shanghai Gas Tls. 24.00
Oriental Cotton Tls. 14.00

Exchange and Bullion

Shanghai, April 2, 1921

Exchange and Bullion

Sovereigns: buying rate,
@ 3/1=Tls. 6.49
@ exch. 72.6=Mex. $8.93
Gold Dollars: Bank buying rate
@ 60¾=Tls. 1.65
@ exch. 72.6=Mex. $2.27
Mex. Dollars: Market Rate: 72.375
Shanghai Gold Bars: 978 touch Tls. 377
Bar Silver 998 touch ... Tls. 111
Copper Cash .... per tael 2,010
Native Interest ..... Tls. 02

Latest London Quotations

Bar Silver ..... 32½d.
Bank Rate of Discount 7%
Ex., Paris on London Fr. 55.86
Ex., New York on London T.T G.$3.92¼

Exchange Closing Quotations

London ..... T.T. 3/1
London ..... Demand 3/1¼
India ..... T.T. 237
Paris ..... T.T. 880
Paris ..... Demand 883
New York ..... T.T. 60½
New York ..... Demand 60¾
Hongkong ..... T.T. 75
Japan ..... T.T. 79
Batavia ..... T.T. 184
Singapore ..... T.T. 75

Bank's Closing Buying Rates

London ..... Demand 3/2¾
London ....4 m-s. Cdts. 3/4
London ....4 m-s. Docy. 3/4½
London ....6 m-s. Cdts. 3/5¼
London ....6 m-s. Docy. 3/5¾
Paris ..... 4 m-s. 980
New York ... o/d. Docy. 63½
New York .. 4 m-s. Docy. 68¼

Tourists' Exchange

£10 @ exch. 3/2¾ = Sh. Tls. 61.94
G.$50 @ exch. 63½ = Sh. Tls. 78.74
Fr. 250 @ exch. 930 = Sh. Tls. 26.88

1 Shanghai Tael=Mex. $1.38 at Bank's selling rate for Mexican Dollars.

ROUBLES EXCHANGE
Today Banks Buying Rate For Roubles:

Roubles 32.000 ..... =Tls. 100
„ 100 ..... =Mex. $0.44

BANKS SELLING RATE FOR MARKS

Marks 3,400 ..... = Tls. 100
„ 100 ..... =Mex. $4.08

CUSTOMS HOUSE EXCHANGE RATES FOR APRIL

Hk. Tls. 5.78 @ 3/1¼ £1
„ 1 @ 883 Fr. 9.83
„ 1.48 @ 60¾ Gold $1
„ 1 @ 79 Yen 1.41
„ 1 @ 235½ Rs. 2.62
„ 1 @ 14.85 It. Lire 16.54
„ 1 @ 1.50 Mex. $1.50
„ 1 @ — Roubles —

JUST BEFORE GOING HOME
for
Tiffin or Dinner

look into our store and see what we have gathered from many parts of the world to help you give your meals the right finishing touch. *Whether it is—*

Genuine Black Caviar
Bradanter Sardellen
Smoked Sturgeon
Vladivostok Crabs
Pheasant Paste
Norwegian Fishballs
Italian and French Salami
Brick Cream Cheese
Roquefort Cheese
French Prunes
Grand Marnier Liqueurs
Liquore Strega
Russian Cherry Brandy
Pistachio Nuts

or whatever it is that you may be looking for, you'll find it here sooner than elsewhere.

I. SHAININ & Co.
The Home of Delicacies
100 SZECHUEN ROAD
PHONE C.1831

Chartered Stock And Produce Exchange Ltd.
Closing Quotation Of Transactions yesterday

Shanghai, April 2, 1921

Chinese Bonds 1st year 6%
$21.55 April
$21.70 May
Chinese Gonds 9th year 6%
$71.00 April
Han-Yeh-Ping
$26.00 April
The Shanghai Flour Exchange
$48.70 April
$49.00 May
The Chartered S. & P. Ex.,
$83.90 April
$84.90 May
Tungchow Cotton
Tls. 22.95 April
„ 23.05 May
„ 23.30 June
„ 23.70 July
„ 23.85 August
„ 23.95 September
Local Yarn for Standard 16's
Cloudy Storx
Tls. 135.30 April
„ 131.90 May
„ 129.50 June
„ 128.80 July
„ 128.90 August

The Small Investors' Co.

8A Peking Road, Shanghai
Shanghai, April 2, 1921
BUSINESS REPORTED

Far Eastern Insurance @ Tls. 23.00
Yangtsze Insurance .. @ $25.00
Hongkong & Shanghai Banks @ $860.00
Shanghai Lands .. @ Tls. 78.00
Almas ..... @ Tls. 3.50
Anglo Javas ... @ Tls. 5.70 X.D.
Ziangbes ..... @ Tls. 2.75
Telephones ... Tls. @ Tls. 87.00
Culty Dairy ..... @ Tls. 10.00

Douglas Fleming.
Manager.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Fifty Bedrooms with private Baths and Toilets.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Share Market

Messrs. J. P. Bisset and Company write as follows in their share market report for week ending April 2.

A fair business has been done in Investment Stocks since the Market reopened following the Easter Holidays, and rates generally in these have firmed slightly, the demand for Chinese Engineering and Mining Co., Sumatras, Shanghai Hotels, Far Eastern Insurance, and Shanghai Gas Co. at steadily appreciating rates being the chief feature. The demand for Shanghai Docks and New Engineerings has eased away, and at the close of business today these had declined to Sellers at Tls. 140 and Tls. 26, respectively. Cottons have remained steady at last week's quotations, with only a small turnover recorded.

The China Mutual Life Insurance Co., Ltd.

Registered in England and Hongkong.

A BRITISH COMPANY
with a complete organisation throughout Asia, and Assets exceeding
TAELS TEN MILLIONS

HEAD OFFICE
10 Canton Road, Shanghai.

The Industrial Development Bank of China

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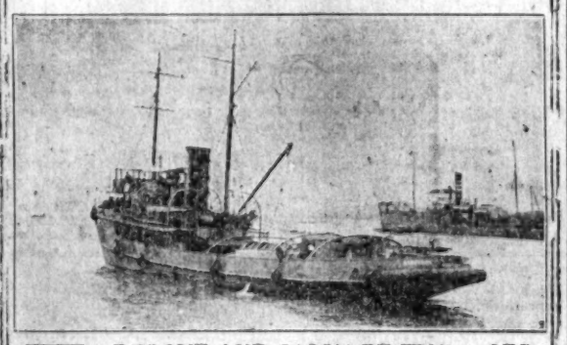

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Business and Official Notices
(Continued from Page 24)

The Ewo Cotton Spinning & Weaving Co., Ltd.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above-named Company will be held at 3A, Peking Road, Shanghai, on Tuesday, the 5th day of April, 1921, at 10.15 o'clock in the forenoon, for the purpose of considering and if thought fit confirming as special resolutions, the resolutions following, which were passed at the extraordinary General Meeting held on the 21st March, 1921, viz:—

RESOLUTIONS

Conditionally upon the comfirming of simliar special resolutions by the shareholders of the Kung Yik Cotton Spinning and Weaving Company, Limited, and the Yangtszepoo Cotton Mill, Limited.

1.—That it is expedient to effect an Amalgamation of this Company with the Yangtszepoo Cotton Mill, Limited, and with the Kung Yik Cotton Spinning and Weaving Company, Limited, and that with a view thereto this Company be wound up voluntarily and that Frederick Newman Matthews, Fellow of the Institute of Chartered Accountants and Eric Munro Ross, Chartered Accountant both of 3D, Peking Road, Shanghai, be and they are hereby appointed joint and several liquidators for the purpose of such winding up and that each of them, the said Frederick Newman Matthews and Eric Munro Ross, acting singly and without the other of them be and he is hereby authorised to exercise every power given to a liquidator in a voluntary winding up.

2.—That the said liquidators be and they are hereby authorised to consent to the registration of a New Company to be named "Ewo Cotton Mills, Limited," with a Memorandum and Articles of Association which have been already prepared with the privity and approval of the Consulting Committee of this Company.

3.—That the draft Agreement submitted to this Meeting and expressed to be made between this Company and its liquidators of the one part and Ewo Cotton Mills, Limited, of the other part, be and the same is hereby approved, and that the said liquidators be and they are hereby authorised pursuant to Section 185 of the Companies Ordinance 1911 of Hongkong to enter into an Agreement with such New Company (when incorporated) in the terms of the said draft and to carry the same into effect with such (if any) modifications as they think expedient.

The Transfer Books of the Company will be closed from the 21st March to the 5th April, 1921 both days inclusive.

Dated Shanghai 21st day of March, 1921.

By Order,
JARDINE, MATHESON & CO., LTD.
General Managers,
EWO COTTON SPINNING & WEAVING CO., LTD.

The Kung Yik Cotton Spinning & Weaving Co., Ltd.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above-named Company will be held at 3A, Peking Road, Shanghai, on Tuesday the 5th day of April, 1921, at 11 o'clock in the forenoon, for the purpose of considering and if thought fit confirming as special resolutions, the resolutions following, which were passed at the Extraordinary General Meeting held on the 21st March, 1921—viz:—

RESOLUTIONS

Conditionally upon the confirming of similar special resolutions by the Shareholders of the Ewo Cotton Spinning and Weaving Company Limited and the Yangtszepoo Cotton Mill Ltd.

1.—That it is expedient to effect an Amalgamation of this Company with the Yangtszepoo Cotton Mill, Limited, and with the Ewo Cotton Spinning and Weaving Company Limited, and that with a view thereto this Company be wound up voluntarily and that Frederick Newman Matthews, Fellow of the Institute of Chartered Accountants and Eric Munro Ross, Chartered Accountant both of 3D, Peking Road, Shanghai, be and they are hereby appointed joint and several liquidators for the purpose of such winding up and that each of them, the said Frederick Newman Matthews and Eric Munro Ross, acting singly and without the other of them be and he is hereby authorised to exercise every power given to a liquidator in a voluntary winding up.

2.—That the said liquidators be and they are hereby authorised to consent to the registration of a New Company to be named "Ewo Cotton Mills, Limited," with a Memorandum and Articles of Association which have been already prepared with the privity and approval of the Consulting Committee of this Company.

3.—That the draft Agreement submitted to this Meeting and expressed to be made between this Company and its liquidators of the one part and Ewo Cotton Mills, Limited, of the other part, be and the same is hereby approved, and that the said liquidators be and they are hereby authorised pursuant to Section 185 of the Companies Ordinance 1911 of Hongkong to enter into an Agreement with such New Company (when incorporated) in the terms of the said draft and to carry the same into effect with such (if any) modifications as they think expedient.

The Transfer Books of the Company will be closed from the 21st March to the 5th April, 1921 both days inclusive.

Dated Shanghai, 21st day of March, 1921.

By Order,
JARDINE, MATHESON & CO., LTD.
General Managers,
KUNG YIK COTTON SPINNING & WEAVING CO., LTD.

The Yangtszepoo Cotton Mill, Ltd.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above-named Company will be held at 3A, Peking Road, Shanghai on Tuesday, 5th day of April, 1921, at 11.45 o'clock in the forenoon for the purpose of considering and if thought fit confirming as special resolutions, the resolutions following, which were passed at the Extraordinary General Meeting held on 21st March, 1921, viz:—

RESOLUTIONS

Conditionally upon the confirming of similar special resolutions by the shareholders of the Ewo Cotton Spinning and Weaving Company Limited and the Kung Yik Cotton Spinning and Weaving Company Limited.

1.—That it is expedient to effect an Amalgamation of this Co. with the Kung Yih Cotton Spinning & Weaving Co., Ltd., and with the Ewo Cotton Spinning and Weaving Company Limited, and that with a view thereto this Company be wound up voluntarily and that Frederick Newman Matthews, Fellow of the Institute of Chartered Accountants and Eric Munro Ross, Chartered Accountant both of 3D, Peking Road, Shanghai, be and they are hereby appointed liquidators for the purpose of such winding up and that each of them the said Frederick Newman Matthews and Eric Munro Ross, acting singly and without the other of them be and he is hereby authorised to exercise every power given to a liquidator in a voluntary winding up.

2.—That the said liquidators be and they are hereby authorised to consent to the registration of a New Company to be named "Ewo Cotton Mills, Limited," with a Memorandum and Articles of Association which have been already prepared with the privity and approval of the Consulting Committee of this Company, and that the said liquidators be and they are hereby authorised pursuant to Section 185 of the Companies Ordinance 1911 of Hongkong to enter into an Agreement with such New Company (when incorporated) in the terms of the said draft and to carry the same into effect with such (if any) modifications as they think expedient.

The Transfer Books of the Company will be closed from the 21st March to the 5th April, 1921 both days inclusive.

Dated Shanghai the 21st day of March, 1921.

By Order,
JARDINE, MATHESON & CO., LTD.
General Managers,
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36524

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Chow S. K.
Coljan Thos. Hugh.
China Industrial Development Co.
Ching Chong Chang & Co.
Clack Mrs. Thrawer.
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Ching Yeh Co.
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Chang Wei Ju.
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Carr Annie Mary.
Chiu C. Y.
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Carter Mrs. Dasha.
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Cotta J. M.
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Daut & Russell.
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36692 A. 6

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TOY TARIFF TO BLOCK GERMANY

Gradual Price Reduction Has Set In, But Will Be Slow, Says Exhibitors' Head

New York, Feb. 13.—A movement to stabilise prices of American toys has begun, according to Homer Stephens, President of the American Toy Exhibitors' Association, and while no general cut in prices was announced at the Hotel Imperial, where the annual toy exhibit opened yesterday, a reduction of from 10 to 15 percent has been made on some toys. The industry, Mr. Stephens said, has entered upon a period of readjustment, with a gradual downward price movement. It will be several years, he said, before toys will reach pre-war prices.

Already Germany has re-entered the toy market, but it is the belief of the association that before she can menace the toy industry in this country American manufacturers will have been protected by a high tariff.

"When I speak of the stabilising of prices I mean that they have reached a level where they will remain for at least a year," said Mr. Stephens. "It will be at least three years before we get back to the before-the-war level.

"The toy business, which deals in what may be called a luxury, can be considered a pretty good weather vane for business in general. There are approximately 800,000 men employed in the industry, and with proper encouragement by the public the business should be built up into several hundreds of millions of dollars a year. As it is we are doing about $77,000,000 worth of business a year.

"The average person seems to be under the impression that the German article is better and sold at a lower price than the American toy. This is not the case. The American people have purchased the German toy because they are fond of buying the imported article. The fact is that the German manufacturer sells his toys to the English or French merchants, who send them to America at an increased cost of from 300 to 500 percent.

"The construction of American toys offered today is more substantial than any toys that have ever come to us from foreign workshops. The coloring is as nearly perfect as it is possible to obtain at present. From a handful of manufacturers that existed here before the war there are now close to 500. All indications are that the toy business will run in the neighborhood of $80,000,000 this year."

The growth of the industry is demonstrated by the Toy Fair, which occupies three floors in the Hotel Imperial and represents the product of more than 250 manufacturers from every part of the country.

NOTICE OF REMOVAL

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Brand

Equal to the Best Imported Flour.

Our Flour is milled from the finest quality Chinese Wheat, and is of the highest grade. Our daily output is about 15,000 bags.

Our Flour is highly recommended by all Chinese and foreign consumers. We supply it to all parts of China and any part of Europe.

We solicit your inquiries and patronage: the former will have our immediate attention.

Motor Truck Delivery

CHANG FOONG FLOUR MILL CO.

Head Office, 43A, Kiangse Road: Tel. Central 2436

SHANGHAI

Cotton

Messrs. J. Spunt and Company write as follows in their cotton market report dated April 2.

China Cotton:—Since the issue of our last circular the market continued in a languid state with very little business transpiring throughout the past week. Prices fluctuated within a narrow range culminating in a steadier undertone at the close.

The general sentiment prevalent in the trade is that while there may yet be further declines such will be more of a temporary than enduring nature and that absorption at ebery break of current offerings whether for immediate or forward delivery may eventually prove profitable. Tone of the market Steady.

Rubber Prices

Messrs. R. N. Truman and Co. gives the following telegraphic report received from their Singapore Agents in connection with the weekly auctions held at Singapore on Wednesday, March 30, 1921.

Average price realised, No. 1 Smoked Sheet $0.32½ per pound equivalent to 0s. 9d. ex warehouse Singapore.

No. 1 Crepe $0.28½ per pound equivalent to 0s. 10¾d. ex warehouse Singapore.

Market unsettled. Offered 937 tons; sold 451 tons.

Launch Services

TODAY

The tender Alexandra conveying passengers and hand baggage on board the C.P.O.S. s.s. **Empress of Asia** will leave the Customs Jetty at 3 p.m.

The tender Victoria conveying passengers, hand baggage and mails on board the China Mail s.s. **Nanking** will leave the Customs Jetty at 4 p.m.

Wednesday, April 6, 1921

The tender conveying passengers and baggage on board the T.K.K. s.s. **Tenyo Maru** will leave the Customs Jetty at 4 p.m.

Sunday, April 10, 1921

The tender conveying passengers and baggage on board the L. V. Lang s.s. **Yungshin** will leave the Customs Jetty at 2 p.m.

Friday, April 15, 1921.

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. **Chili** will leave the French Mail Jetty at 2 p.m.

Passengers Departed

Per C.N. s.s. Hsin Peking for Ningpo: Misses Blascoer, B. Glyn, E. More, Wadman, Messrs. Wadman, V. Read, P. Meyer, C. T. Hutchins, Lee, Mr. and Mrs. Du Kinb-yong.

Per C.N. s.s. Luenyi for Hankow: Mr. Lind Stone.

Per C.N. s.s. Tean for Hongkong: Messrs. Turner, J. M. Brackimidge.

Per C.N. s.s. Chenan for Swatow: Mrs R. D. Stafford; for Hongkong: Messrs. A. Hansen, H. C. Clements, A. Mackenzie, L. Bergheim, R. S. James, J. H. Behrens.

Per C.N. s.s. Yingchow for Tsingtao: Misses Popoff, Geitz, Mrs. K. Hooley, Mr. Sao Mingsang.

Per C.M. s.s. Hsinchi for Foochow: Mrs. Eagan, Mrs. Kalatchoff, Messrs. Thompson, Gregor, Thos. Wiggin, Lin, Loo.

Passengers Departing

Per China Mail s.s. Nanking for San Francisco: Mrs. M. F. Bell, Miss L. F. Bridger, Messrs. B. L. Burdette, Witter Bynner, H. A. Cheyne, Herbert Campbell, Chen Sih-chi, Mr. and Mrs. T. F. Cobbs, Mrs. Crane, Mr. and Mrs. W. R. Dorthy and 2 children, Mr. and Mrs. G. P. Foster, Mr. and Mrs. R. C. Flory and 3 children, Mr. Fang Kuang-chi, Mrs. Fennessy, Mrs. J. J. Gorman, Mr. Huang Chi-yu, Miss Hughes, Mr. and Mrs. E. L. Jones, Mr. and Mrs. C. Knight and son, Mr. and Mrs. Lagrange and baby, Mrs. Mary D. Lewis, Mstr. Henry Lewis, Mr. and Mrs. J. N. Lepikhin, Messrs. Lee Chein, Li Yang-chen, R. J. Morrison, Mrs. MacDonald, Mr. and Mrs. W. F. Oehlmann, Mr. Pan Hsau, Mr. and Mrs. Paul Peroff, Mr. and Mrs. F. V. Reilly and 2 infants, Mrs. C. B. Smythe, Miss G. Steinbeck, Mr. and Mrs. Chas. M. Swift, Mr. Edward Sovik and family, Mr. and Mrs. Erik Sevik and 3 children, Messrs. P. W. Baldwin Sung, Sung Tsung-yu, Mr. and Mrs. K. N. Tvedt and 4 children, Miss Zola Taylor, Mr. and Mrs. C. D. Weinhardt and infant, Messrs. E. White, Wong Ning.

Vessels Due

Changon, *Hankow*	Apr.	8
Esang, *Hankow*	Apr.	11
Feiching, *Foochow*	Apr.	5
Fengtien, *Tientsin*	Apr.	6
G. State, *S. Francisco*	Apr.	10
Hangsang, *Hongkong*	Apr.	6
Hopsang, *Hongkong*	Apr.	5
Hsin Ningshao, *Ningpo*	Apr.	2
Hsin Peking, *Ningpo*	Apr.	3
Hwahta, *Hankow*	Apr.	8
Hwahlee, *Hankow*	Apr.	7
Kamo Maru, *London*	Apr.	4
Kashima Maru, *Seattle*	Apr.	6
Kiangan, *Hankow*	Apr.	9
Kiangwah, *Hankow*	Apr.	5
Kiangteen, *Ningpo*	Apr.	5
Kwangtah, *Hongkong*	Apr.	3
Kwangchi, *Wenchow*	Apr.	8
Kumano Maru, *Japan*	Apr.	6
Kasuga Maru, *Japan*	Apr.	9
Kiangfoo, *Hankow*	Apr.	11
Luenyi, *Hankow*	Apr.	10
Loongwo, *Hankow*	Apr.	7
Luenho, *Hankow*	Apr.	9
Monteagle, *Hongkong*	Apr.	11
Omi Maru, *Japan*	Apr.	10
Patriot, *Chinwangtao*	Apr.	4
Poyang, *Hankow*	Apr.	9
Pyrrhus, *U. Kingdom*	Apr.	7
Soochow, *Hongkong*	Apr.	4
Shengking, *Hankow*	Apr.	5
Shuntien, *Tientsin*	Apr.	3
Soudan, *London*	Apr.	4
Suiyang, *Hongkong*	Apr.	7
Szechuen, *Hongkong*	Apr.	9
Shinyo Maru, *S. Francisco*	Apr.	11
Sunning, *Hongkong*	Apr.	11
Suiwo, *Hankow*	Apr.	10
Tehhsing, *Hankow*	Apr.	10
Tungchow, *Tientsin*	Apr.	10
Tatung, *Hankow*	Apr.	7
Tenyo Maru, *Hongkong*	Apr.	6
Tuckwo, *Hankow*	Apr.	3
Waishing, *Swatow*	Apr.	5
Wosang, *Hankow*	Apr.	6
Woosung, *Hankow*	Apr.	6
Wuchang, *Hankow*	Apr.	11
Yingchow, *Tsingtao*	Apr.	7
Yamashiro M., *Japan*	Apr.	3

Siccawei Weather Reports

March 1.—The anticyclone is still heavier in eastern Japan; there are three depressions with a common motion eastwards: one in Liaotung, one in Szechuen, one off eastern Formosa. Very variable winds between so many centers. Weather overcast or rainy, with mist or fog at places along the coast.

2.—Rainy weather, dull with thick mist. Easterly breezes. The pressure is falling at an accelerated rate.

ASTOR HOUSE HOTEL

Tea Dansants every afternoon

(except Saturday and Sunday)

from 5:15 to 7:15 p.m.

Every Saturday night

Special Dinner Dance de Luxe & Grand Ball

Dancing in the Ball Room every night

(except Sunday)

at 9:30 p.m.

Featuring

Earl Currens Jazz Dance Orchestra.

Reservations:

North 200 and 908

Passengers Arrived

Per P.M. s.s. Venezuela from San Francisco: Mr. A. Aden, Miss M. Bascom, Mrs. V. M. Dorval, Mster. N. Dorval, Mr. and Mrs. A. P. Evans, Miss L. A. Gorell, Mr. B. Gange, Mr. and Mrs. F. Hall, Mrs. J. J. Keegan, Mrs. A. Moutrie, Mr. and Mrs. E. B. Rowe, Mr. and Mrs. Chas. Seymour, Miss E. and Mstr. D. Seymour, Mr. and Mrs. I Silverberg, Misses E. Silverberg, L. C. Simpson, Mr. and Mrs. H. A. Wiley, Miss M. and Mstr. H. A. Wiley, Mr. H. P. Wang; Mrs. B. Westerfield, Mr. A. F. Zane.

Per C.M. s.s. Kiangfoo from Hankow: Mr. and Mrs. D. Verner and 4 children.

Per C.N. s.s. Tungchow from Tientsin: Mr. and Mrs. Seckle, Mr. and Mrs. Lengelvtye, Mrs. Stone, Miss Stone, Mstr. Bateman.

Per C.M. s.s. Kiangteen from Ningpo: Messrs. Bowper, Hylbert, Mr. and Mrs. Lee.

LYCEUM THEATRE

A. D. C.

187th PRODUCTION

"BELINDA"

Comedy in 3 Acts

by

A. A. MILNE

Preceded by

"THE BOY COMES HOME"

by

A. A. MILNE

Two performances only will be given of the above

1st Performance Friday, 8th April 1921

2nd „ Saturday, 9th „ 1921

at 9.15 p.m.

Booking for the above two performances will open at MESSRS. MOUTRIE & CO., LTD., on Friday, 1st April for members only and on Saturday, 2nd April for the Public.

By Order,

WM. ARMSTRONG,

Business Manager.

OLYMPIC THEATRE

TONIGHT *at 9.15 p.m.* TONIGHT

W. BANVARD

will present his new

LONDON MUSICAL COMEDY COMPANY, 1921

An Entirely New Company

Of Artistes From The

LEADING LONDON THEATRES

Assisted By The

LONDON BEAUTY CHORUS

In The Latest

LONDON AND NEW YORK SUCCESSES

Tonight, at 9.15 p.m.	A Bright, Breezy, Musical Comedy "CASTLES IN SPAIN"
Monday, 4th April, at 9.15 p.m.	"CASTLES IN SPAIN"
Tuesday, 5th April, at 9.15 p.m.	"CASTLES IN SPAIN"

SMARTLY PRODUCED | BEAUTIFULLY STAGED | GORGEOUSLY DRESSED

Booking at Messrs. S. MOUTRIE LTD. Prices $3, $2 and $1.

NOTE. The following week's repertoire will be advertised shortly.

BE WISE AND BOOK EARLY.

Madam Keeler will show the latest Frocks, Hats, Fans and Lingerie direct from Paris at the Olympic Theatre daily from 11 a.m. to 1 p.m. throughout the Season.

VICTORIA THEATRE

TONIGHT *TONIGHT*

LAST NIGHT

MARY PICKFORD

IN

"M'LISS"

MARY PICKFORD in "M' Liss"

An ARTCRAFT Picture

The story rings true—it stands out as much among tales of the west as "America's sweetheart" stands out among picture stars.

Do not fail to see this Wonderful Girl with a spirit as proud and undaunted as a prairie mustang—a great character part for Mary.

AND

CHARLIE CHAPLIN

In the famous four-part comedy

"CARMEN"

Matinee Today, MARY PICKFORD in "M'LISS" and Two New Episodes of FATAL FORTUNE"

DUSTIN FARNUM

GREAT ACTOR AND FAMOUS STAR

it to be seen

AT THE APOLLO THEATRE

MONDAY, TUESDAY and WEDNESDAY, April 4th, 5th and 6th

IN ZANE GREY'S GREATEST STORY

Told in 6 Parts

"THE LIGHT OF WESTERN STARS"

It is Dustin Farnum's big super-picture.

It is a magnificent picturization of Zane Grey's thrilling romance.

It is acknowledged to be the best and biggest work this great screen favorite has ever filmed.

It is impressive, thrilling, picturesque, rich in human interest.

Its grandeur of scenery is a positive delight.

It is clean and will please all classes of picture patrons.

COMMENCING THURSDAY NEXT

THE SEARCHLIGHT DRAMA OF HUMAN FOLKS, WITH

HERBERT RAWLINSON

IN

"PASSERS BY"

From the famous stage success by C. HADDON CHAMBERS.

A Distinctive and Superb Photodrama of Intense Popular Appeal.

So Human, So Great it is worth going Miles to See.

"PASSERS BY"

is a distinctive picture. Humanity is its Keynote. Each character is a type. Each person is one you know.

"PASSERS BY" IS "A DIFFERENT" FILM.

It has the throb of life and the thrill of climax.

"PASSERS BY"

Is an Artistic Masterpiece. Beautiful sets, Beautiful Gowns.

"PASSERS BY"

Is the Happiest combination of Entertainment, Enjoyable Satisfying.

The management wishes personally to recommend J. Stuart Blackton's Latest and Greatest Production:

"PASSERS BY"

SEE

HERBERT RAWLINSON IN "PASSERS BY"

IT IS APOLLO'S THRILLING ATTRACTION

No advance in prices. Booking at Robinson's

MATINEE: TO-DAY at 3 p.m.

The Laughter King

HAROLD LLOYD

in an "EASTERN WESTERNER" and

"CAPTAIN KIDD'S KIDS"

Oceans of Joy and Laughs.

TO-NIGHT at 9.15 p.m.

A Six-part absorbing drama

"EMPTY POCKETS"

GENERAL SHIPPING NEWS

Departures

Date		From	Ships Name	Flag	Agents
Apr.	2 —	Hankow, etc.	Lhenyi	Br.	B. & S.
Apr.	2 —	Hankow, etc.	Suiwo	Br.	J. M. & Co.
Apr.	2 —	Hankow, etc.	Tachang Maru	Jap.	N. Y. K.
Apr.	2 —	Japan	Chikugo Maru	Jap.	N. Y. K.
Apr.	2 —	Manila, Hongkong	Venezuela	Am.	P.M.S.S. Co.
Apr.	2 —	Tientsin, ports	Huichow	Br.	B. & S.
Apr.	2 —	Tsingtao	Yingchow	Br.	B. & S.
Apr.	2 —	Calcutta, ports	Torilla	Br.	M. M. & Co
Apr.	2 —	Dairen	Sakaki Maru	Jap.	S.M.R. Co.
Apr.	2 —	S. H'kong, C'ton	Chenan	Br.	B. & S.
Apr.	2 —	S. H'kong, C'ton	Tean	Br.	B. & S.
Apr.	2 —	Chefoo, Tiensin	Yusang	Br.	J. M. & Co.
Apr.	2 —	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
O.D.W.		Bee	Jap. gun-boat
Y.P.D.W.	Mar. 18	Cockchafer	Br. gun-boat
USNB	Mar. 24	Elcano	Am. gunboat
B.N.B.	Dec. '20	Kinsha	Br. gun-boat
	Apr. 1	Saga	Jap. gun-boat
2 C	Dec. 17	Sen. Cabeto	Ital. gunboat
1 C.	Mar. 25	Uji	Jap. gun-boat

Information For Mariners

SUNDAY, APRIL 3, 1921

High Water at Woosung Bar

(The morning tides are higher than the evening tides, they are equal at noon and midnight).

Approximate rise, at springs 4 1/4 h; at heaps, 5 h.
fall, at springs 8 1/4 h; at heaps, 7½ h.

A.M.		P.M.	
Time	Rangs	Time	Rangs
8h. 40m.	4ft. 7in.	9h. 12m.	5ft. 3in.

Hight Water at Tungsha Lightship

(The morning tides are higher than the evening tides).

Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M.		P.M.	
H.	M.	H.	M.
7	30	8	4

Time of Moonrise, Moonset, Sunrise, Sunset

Moon		Sun		Daylight	Dark
Rises	Sets	Rises	Sets		
2.31 a.m.	1.46 p.m.	5h.51m.	6h. 18m.	5h. 6m.	7h. 3m.

Mean Barometric Pressure at Shanghai

For April 30.00 in.
762.0 mm.

Shipping Items

The M.M. s.s. Chili has been delayed and will sail for Marseilles and ports on Friday, April 15. The tender Whangpoo with passengers will leave the French Mail jetty at 2 p.m. the same afternoon and heavy baggage must be delivered to the Company's Office before noon on April 14.

The Adl. Line s.s. City of Spokane left Seattle for Yokohama on March 22.

The S.P. s.s. Changon left Hankow for Shanghai on Thursday.

The I-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Soochow left Hongkong for Shanghai on Thursday.

The C.N. s.s. Shuntien left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The N.Y.K. s.s. Yamashiro Maru left Moji for Shanghai on Friday and is expected to arrive at the N.Y.K. Wharf today.

The Adl. Line s.s. Edmore left Seattle for Yokohama on Sunday, March 27.

The P.M. s.s. Ecuador was due to sail from San Francisco yesterday and is expected to arrive in Shanghai by way of Honolulu, Yokohama and Kobe on April 29.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.N. s.s. Shengking left Hankow for Shanghai yesterday.

The C.M. s.s. Kwangtah left Hongkong for Shanghai on Wednesday.

The I-C. s.s. Hopsang is expected to arrive in Shanghai from Canton, Hongkong and Swatow on Tuesday.

The I-C. s.s. Waishing is expected to arrive in Shanghai from Swatow on Tuesday.

The I-C. s.s. Wosang will leave Hankow for Shanghai today.

The C.N. s.s. Woosung will leave Hankow for Shanghai today.

The C.N. s.s. Suiyang will leave Hongkong for Shanghai today.

The C.N. s.s. Fengtien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The C.M. s.s. Kwangchi left Wenchow for Shanghai yesterday.

The C.M. s.s. Feiching will leave Foochow for Shanghai today.

The I-C. s.s. Hangsang is expected to arrive in Shanghai from Canton, Hongkong and Swatow on Wednesday.

The M.M. s.s. Yangtse, from London and ports, is due at Hongkong today at noon and is expected to arrive in Shanghai on April 10.

The M.M. s.s. Amazone, with the French mails of March 2, will leave Saigon at 10 a.m. today and is expected to arrive in Shanghai on April 10.

The P. and O. s.s. Kidderpore is expected to leave Bombay for Straits, Hongkong and Shanghai next Thursday.

The P. and O. s.s. Nagoya, from London on March 3, is expected to leave Singapore for Hongkong and Shanghai next Wednesday.

The P. and O. s.s. Soudan, from London on February 18, left Hongkong at 10 o'clock Friday morning and is due in Shanghai tomorrow morning.

The S.P. s.s. Hwahlee will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The I-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Szechuen will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Yingchow will leave Tsingtao for Shanghai on Tuesday.

The K.M.A. s.s. Patriot (chartered) left Chinwangtao for Shanghai on Friday.

The N.Y.K. s.s. Kamo Maru is expected to arrive in Shanghai from London and ports tomorrow and will sail for Kobe on Tuesday.

The N.Y.K. s.s. Kumano Maru will leave Moji for Shanghai tomorrow and is due to arrive at the N.Y.K. Wharf on Wednesday.

The China Mail s.s. Nanking is due at Woosung from Hongkong at 9 o'clock this morning and the tender with inbound passengers is expected to reach the Customs jetty about 11.30 o'clock. The Nanking sails for San Francisco by way of Yokohama and Honolulu tonight and the tender Victoria with outgoing passengers and hand baggage will leave at 4 o'clock this afternoon.

The China Mail s.s. China left San Francisco on Thursday as per schedule and is due in Shanghai by way of Honolulu, Yokohama and Nagasaki on April 24. The China is due to sail for Hongkong and Singapore on April 25.

The N.YIK. s.s. Kumano Maru will leave Hongkong today and is due at Woosung at midnight Tuesday night. The tender with inbound passengers is expected to reach the Customs jetty about 9.30 o'clock Wednesday morning. The Tenyo sails for San Francisco by way of Japan ports and Honolulu Wednesday night and the tender with outgoing passengers and baggage will leave at 4 o'clock in the afternoon.

The C.P.O.S. s.s. Empress of Asia has been delayed owing to bad weather and will sail for Vancouver by way Japan ports this evening. The tender Alexandra with outgoing passengers and hand baggage will leave the Customs Jetty at 3 o'clock this afternoon.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Apr. 3	3.00	Vancouver	†E. of Asia	Br.	C. P. O. S.
Apr. 5	—	San Francisco	†Tenyo Maru	Jap.	T. K. K.
Apr. 11	—	Vancouver	†Monteagle	Br.	C. P. O. S.
Apr. 15	—	San Francisco	West Jena	Am.	S. & Dix
Apr. 15	—	Seattle	West Ivis	Am.	S. & Dix
Apr. 16	—	Portland, Ore.	Bearport	Am.	Ch. P. Co.
Apr. 20	—	New York, ports	Durban Maru	Jap.	N. Y. K.
Apr. 23	—	San Francisco	†Venezuela	Am.	P.M.S.S. Co.
Apr. 24	—	San Francisco	†Nile	Br.	China Mail
Apr. 24	—	Seattle	Kashima Maru	Jap.	N. Y. K.
Apr. 26	—	New York via Suez	K. Companion	Br.	B. & S.
Apr. 26	—	Seattle, ports	Cross Keys	Am.	Adl. Line
Apr. 28	—	New York	Mulpua	Am.	Adl. Line
Apr. 28	—	San Francisco	†Golden State	Am.	P.M.S.S. Co.
Apr. 30	—	Vancouver	†E. of Russia	Br.	C. P. O. S.
Apr. 30	—	San Francisco	†Shinyo Maru	Jap.	T. K. K.
May 5	—	New York v. Suez	Robert Dollar	Br.	Dollar Co.
May 6	—	*Portland	Montague	Am.	Adl. Line
May 7	—	Seattle, ports	West Jessup	Am.	S. & Dix
May. 7	—	Portland, Ore.	West Kader	Am.	Ch. P. Co.
Mar 10	—	New York, ports	Harold Dollar	Br.	Dollar Co.
May 15	—	New York v. Suez	M. S. Dollar	Br.	Dollar Co.
May 17	—	Seattle, ports	†Wenatchee	Am.	Adl. Line
May 20	—	Vancouver	†E. of Japan	Br.	C. P. O. S.
May 21	—	San Francisco	†Ecuador	Am.	P.M.S.S. Co.
May 21	—	San Francisco	†China	Am.	China Mail
May 25	—	New York v. P'ma	Melville Dollar	Br.	Dollar Co.
May 28	—	Vancouver	†E. of Asia	Br.	C. P. O. S.
June 18	—	Vancouver	†Monteagle	Br.	C. P. O. S.

FOR JAPAN PORTS

Apr. 5	—	Kobe	Kamo Maru	Jap.	N. Y. K.
Apr. 5	—	N'saki, Kobe, Y'hama	Niigata Maru	Jap.	N. Y. K.
Apr. 5	D.L.	Kobe	Kwaisang	Br.	J. M. & Co.
Apr. 6	—	Moji, Kobe, Osaka	Yamashiro M.	Jap.	N. Y. K.
Apr. 9	—	Moji, Kobe, Osaka	Kumano Maru	Jap.	N. Y. K.
Apr. 12	—	N'saki, Kobe, Y'hama	Kasuga Maru	Jap.	N. Y. K.
Apr. 13	—	Moji, Kobe, Osaka	Omi Maru	Jap.	N. Y. K.
Apr. 15	—	N'saki, Kobe, Y'hama	Takeshima M.	Jap.	N. Y. K.
Apr. 16	—	Moji, Kobe, Osaka	Chikugo M.	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

Apr. 5	D.L.	Calcutta, ports	Kwaisang	Br.	J. M. & Co.
Apr. 5	—	London, ports	Easterling	Am.	Adl. Line
Apr. 7	—	Liverpool, ports	Idomeneus	Br.	B. & S.
Apr. 7	—	Hamburg, ports	Theseus	Br.	B. & S.
Apr. 11	—	London, ports	Kitano Maru	Jap.	N. Y. K.
Apr. 11	—	London, ports	†Khyber	Br.	M. M. & Co
Apr. 13	—	Bombay	†Dunera	Br.	M. M. & Co
Apr. 14	—	Glasgow, ports	Ajax	Br.	B. & S.
Apr. 14	—	Antwerp, ports	Atreus	Br.	B. & S.
Apr. 15	2.00	Marseilles, ports	†Chili	Fr.	M. M. Cie
Apr. 21	—	Hamburg, ports	Kipenor	Br.	B. & S.
Apr. 21	—	London, ports	Matsuye Maru	Jap.	N. Y. K.
Apr. 25	—	London, ports	Inaba Maru	Jap.	N. Y. K.
Apr. 25	—	London, ports	†Soudan	Br.	M. M. & Co.
Apr. 28	—	Antwerp, ports	Pyrrhus	Br.	B. & S.
Apr. 29	—	Bombay, ports	†Dilwara	Br.	M. M. & Co
May 2	—	Liverpool, ports	Antilochus	Br.	B. & S.
May 5	—	Genoa, Liverpool	Orestes	Br.	B. & S.
May 9	—	London, ports	†Nagoya	Br.	M. M. & Co
May 18	—	Hamburg, ports	Boeroe	Dut.	H. C. T. Co
May 12	—	Antwerp, ports	Domodocus	Br.	B. & S.
May 17	—	Liverpool, ports	Tydous	Br.	B. & S.
May 24	—	Liverpool	Hector	Br.	B. & S.
May 26	—	Antwerp, ports	Agapenor	Br.	B. & S.
June 9	—	Hamburg, ports	Machaon	Br.	B. & S.
June 9	—	Liverpool, ports	Euryades	Br.	B. & S.
June 18	—	Liverpool, ports	Bellerophon	Br.	B. & S.

FOR SOUTHERN PORTS

Apr. 3	—	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Apr. 3	—	Wenchow	Hwan	Chi.	C.M.S.N. Co.
Apr. 3	D.L.	Amoy	T'ientsin	Br.	B. & S.
Apr. 4	4.30	Ningpo	Hsin Peking	Br.	B. & S.
Apr. 4	5.00	Ningpo	Hsin Ningnaes	Chi.	N.S.S.N. Co.
Apr. 4	—	Manila & Hongkong	Cross Keys	Am.	A. Line
Apr. 5	3.30	Ningpo	Klangteen	Chi.	C.M.S.N. Co.
Apr. 5	—	Amoy & Swatow	Kaho	Chi.	C.M.S.N. Co.
Apr. 5	8.00*	Hongkong & C'ton	Sinkiang	Br.	B. & S.
Apr. 7	—	Hongkong	Kashima Maru	Jap.	N. Y. K.
Apr. 7	9.00*	A. H'kong, C'ton	Soochow	Br.	B. & S.
Apr. 9	11.00*	S. H'kong, C'ton	Yingchow	Br.	B. & S.
Apr. 11	—	Manila & Hongkong	Shinyo Maru	Jap.	T. K. K.
Apr. 11	—	Manila & Hongkong	Golden State	Am.	P.M.S.S. Co.
Apr. 15	—	Hongkong, Manila	Melville Dollar	Br.	Dollar Co.
Apr. 25	—	Hongkong, S'pore	China	Am.	China Mail
Apr. 28	—	Hongkong, Manila	Wenatchee	Am.	A. Line
Apr. 30	—	Manila, Hongkong	Ecuador	Am.	P.M.S.S. Co.

FOR NORTHERN PORTS

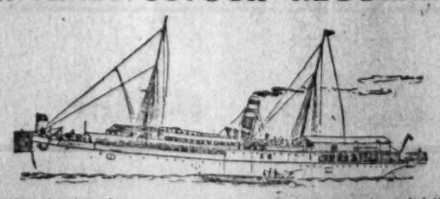
Apr. 3	—	Chefoo, Tientsin	Hsinming	Chi.	C.M.S.N. Co.
Apr. 3	—	C'foo, N'chwang	Hsintung	Chi.	C.M.S.N. Co.
Apr. 3	10.00*	W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
Apr. 5	10.00*	Newchwang	Ichang	Br.	B. & S.
Apr. 3	4.00	W'wei, C'foo, T'tsin	Koonshing	Br.	J. M. & Co.
Apr. 4	—	Vladivostok	Shinyue	Chi.	S.P.S.N. Co.
Apr. 5	—	Chinwangtao	Kaiping	Br.	K. M. A.
Apr. 5	3.00	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
Apr. 9	—	Tientsin	Kwangning	Br.	K. M. A.
Apr.	910.00*	W'wei, C'foo, T'tsin	Fengtien	Br.	B. & S.
Apr.	911.00*	Tsingtao	Suiyang	Br.	B. & S.
Apr. 10	2.00	Vladivostok	Yungshin	Chi.	L.V. Lang

FOR RIVER PORTS

Apr. 3	M.N.	Hankow, etc.	Klangfoo	Chi.	C.M.S.N. Co.
Apr. 4	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Apr. 4	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.
Apr. 4	M.N.	Hankow, etc.	Ngankin	Br.	B. & S.
Apr. 5	D.L.	Hankow	Pakhoi	Br.	B. & S.
Apr. 5	D.L.	Pukow	Shantung	Br.	B. & S.
Apr. 5	M.N.	Hankow, etc.	Chungon	Chi.	S.P.S.N. Co.
Apr. 5	M.N.	Hankow, etc.	Tuckwo	Br.	J. M. & Co.
Apr. 6	M.N.	Hankow, etc.	Shengking	Br.	B. & S.
Apr. 6	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Apr. 7	M.N.	Hankow, etc.	Woosung	Br.	J. M. & Co.
Apr. 7	M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Apr. 7	M.N.	Hankow, etc.	Wosang	Br.	J. M. & Co.
Apr. 7	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
Apr. 8	M.N.	Hankow, etc.	Hwahlee	Chi.	S.P.S.N. Co.
Apr. 8	M.N.	Hankow, etc.	Loongwo	Br.	J. M. & Co.
Apr. 8	M.N.	Hankow, etc.	Chungking	Br.	B. & S.
Apr. 10	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Apr. 11	M.N.	Hankow, etc.	Kiangan	Chi.	C.M.S.N. Co.
Apr. 11	M.N.	Hankow, etc.	Luenho	Br.	J. M. & Co.
Apr. 11	M.N.	Hankow, etc.	Poyang	Br.	B. & S.

† CARRYING MAIL.
* A. M. M.N.—MIDNIGHT D.L.—DAYLIGHT

SHANGHAI-VLADIVOSTOCK REGULAR SERVICE



The s.s. "YUNGHSIN," chartered, will maintain a regular direct fortnightly service between Shanghai and Vladivostock and will take passengers, mails and parcels.
This steamer has extra large staterooms on the upper deck and is fitted throughout with electric light. An excellent service and cuisine is guaranteed.
1st Class Accommodation for 12 Passengers. 2nd Class Accommodation for 30 Passengers.
For Freight and Passage, apply to

L. V. LANG
Agent

Tel. Cen. 4702 and 3059 No. 8 French Bund.

C. N. C.
CHINA NAVIGATION CO., LTD.
YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW
S.S. "NGANKIN" ..... sails April 4th, midnight.
S.S. "SHENGKING" ..... sails April 6th, midnight.
S.S. "WOOSUNG" ..... sails April 7th, midnight.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN.
S.S. "SHUNTIEN" ..... sails April 5th, at 3 p.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "SINKIANG" ..... sails April 5th, at 8 p.m.
S.S. "SOOCHOW" ..... sails April 7th, 9 a.m.
S.S. "YINGCHOW" ..... sails April 9th, at 11 a.m.

FOR NEWCHWANG
S.S. "ICHANG" ..... sails April 5th, at 10 a.m.

FOR NINGPO.
S.S. "HSIN PEKING" ..... sails at 4:30 p.m. every Monday, Wednesday and Friday.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

Tel. Nos.
Passengers: Central No. 401,
Freight: Central No. 77.

BUTTERFIELD & SWIRE,
Agents,
French Bund.

C P O S
CANADIAN PACIFIC OCEAN SERVICES

EMPRESS OF ASIA
SAILS FOR VANCOUVER TO-DAY.

Tender ALEXANDRA, with outgoing passengers and hand baggage only, will leave Customs Jetty at 3.00 p.m.

SAILINGS
TO VANCOUVER VIA NAGASAKI, KOBE AND YOKOHAMA

	Leave Shanghai	Leave Yokohama	Due Vancouver
Empress of Asia	Apr. 3	Apr. 9	Apr. 18
Monteagle	Apr. 11	Apr. 17	May 1
Empress of Russia	Apr. 30	May 7	May 16
Empress of Japan	May 20	May 26	June 7
Empress of Asia	May 28	June 4	June 13
Monteagle	June 18	June 24	July 8
Empress of Russia	June 25	July 2	July 11

TO HONGKONG VIA MANILA
Emp. of Asia .. May 14
Emp. of Russia June 11
Emp. of Asia ... July 9
Emp. of Russia Aug. 6

TO HONGKONG DIRECT
Emp. of Japan May 9
Monteagle .... June 2
Emp. of Japan .. July 5
Monteagle ..... Aug. 8

Dominion Express Travellers Checks Sold

Freight Department
Corner Peking and Yuen Ming Yuen Roads,
Telephone, Central 181.

Passenger Department
Palace Hotel Building
19 The Bund,
Telephone, Central 182.

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC SERVICE

Passengers and Freight
To Seattle
S.S. WENATCHEE ..... MAY 17th
S.S. KEYSTONE STATE ..... LATE JULY

To Hongkong and Manila
S.S. WENATCHEE ..... APRIL 28th
S.S. KEYSTONE STATE ..... EARLY JULY

FREIGHT ONLY.

For Seattle, Wash., via Japan
S.S. WHEATLAND MONTANA ....APRIL 3rd
S.S. CROSS KEYS ..... APRIL 26th

For Manila and Hongkong
S.S. MONTAGUE ..... APRIL 12th
S.S. EDMORE ..... MAY 9th

For Portland, Ore
S.S. COAXET ..... APRIL 3rd
S.S. MONTAGUE ..... MAY 6th

Through Bills of Lading issued to all U.S. and Canadian Overland Points. For Freight and Particulars apply to

THE ADMIRAL LINE
R. W. BRUCE,
Agent

Telegraphic Address: "ADMIRALINE."
Cor. Nanking and Kiangse Rds. Tel. C. 5971, 5972 and 5973

PACIFIC MAIL S.S.CO.
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
PASSENGER and FREIGHT

For San Francisco via Yokohama, Kobe and Honolulu	For Hongkong via Manila
S.S. Venezuela ....Apr. 23	S.S. Golden State ..Apr. 11
S.S. Golden State ..Apr. 28	S.S. Ecuador .....Apr. 30
S.S. Ecuador .....May 21	*S.S. Colombia ... May 28
S.S. Colombia ..... June 9	

*To Hongkong direct.

SHANGHAI—CALCUTTA SERVICE
FREIGHT ONLY
Calling at Hongkong, Saigon, Singapore and Penang.
S.S. CADDOPEAK .....about ..... April 9

ROUND THE WORLD FREIGHT SERVICE
Regular monthly sailings for Manila, Hongkong, Saigon, Singapore, Calcutta, Colombo, Bombay, Port Said, Alexandria, Marseilles, Barcelona and Baltimore.
S.S. WEST NERIS ..... about ..... May 1

PANAMA SERVICE
PASSENGER and FREIGHT
Regular Bi-monthly sailings for Mexico, Central America, Panama, West Coast of South America.

SAN FRANCISCO-BALTIMORE SERVICE
FREIGHT ONLY.
Regular Bi-monthly sailings for Baltimore calling at Cuban Ports.

Through Bills of Lading issued to all Points in United States, Mexico, Central America, South America, and Cuba.

PACIFIC MAIL STEAMSHIP COMPANY
1B, Nanking Road. Palace Hotel Building.
Telephone Central 5056. Cable Address "SOLANO."

T. K. K.
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI

FOR SAN FRANCISCO
FROM SHANGHAI
"TENYO MARU" Via Nagasaki ..... April 6
"SHINYO MARU" Via Nagasaki ..... April 30

FOR HONGKONG VIA MANILA
"SHINYO MARU" ..... April 11

Through Bills of Lading issued to all Principal Overland Points in the United States, Canada and Mexico by rail; and to Atlantic Coast Ports of the United States by connecting steamers, via Panama; also for South America.
Regular sailings from Hongkong and Yokohama, via Hawaii, for West Coast Ports of South America.
Excellent passenger accomodation on all steamers. Tickets issued under liberal privileges.
For information regarding Passenger Fares, Freight Rates, etc., apply to

S. KINNO, Acting Manager,
71 Szechuen Road, Shanghai.

Telephones C. 3229 and 3230.

LLOYD TRIESTINO

Fast Passenger Service Regular Sailing for
TRIESTE AND ADRIATIC PORTS
taking cargo on through Bill of Lading to
ADRIATIC (FIUME INCLUDED), LEVANT, BLACK SEA AND DANUBE PORTS.
Next sailings:—
OUTWARD FOR JAPAN:
S.S. "PERSIA" middle of April
HOMEWARD:
BRINDISI, VENICE AND TRIESTE via PORTS.
S.S. "TRIESTE" about middle April, 1921.
S.S. "PERSIA" about middle May, 1921.
S.S. "NIPPON" about middle June, 1921.
S.S. "PILSNA" about middle of June, 1921.
S.S. "HUNGARIA" about begining of July, 1921.
For particulars regarding freight and passages apply to:—
LLOYD TRIESTINO S. N. CO.
Sasoon Building
(No. 28 Kiangse Road) Telephone Central No. 5095

CHINA MAIL S.S. CO., LTD.
PASSENGERS AND FREIGHT
Sailings From Shanghai
(Subject to Change)
FOR SAN FRANCISCO VIA JAPAN AND HONOLULU

	Leave Shanghai	Arrive San Francisco
S.S. "NANKING"	April 3	April 25
S.S. "NILE"	April 24	May 16
S.S. "CHINA"	May 21	June 12

FOR HONGKONG AND MANILA DIRECT		FOR HONGKONG AND SINGAPORE DIRECT	
S.S. "NANKING"	May 30	S.S. "CHINA"	April 25
S.S. "NANKING"	Aug. 15	S.S. "NILE"	June 20

Through Bills of Lading issued to United States and Canadian Overland Points, Mexico, Central and South America, Panama and Atlantic Coast Ports of the United States,
For information regarding Passenger Fares, Freight Rates and further particulars as to sailings, apply to
F. R. BARRETT
FREIGHT AND PASSENGER AGENT
Corner Szechuen and Kiukiang Roads.
Telegraphic Address "CHIMAIL" Phone "Central 4773"

GENERAL SHIPPING NEWS

N.Y.K.
NIPPON YUSEN KAISHA
(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

Marseilles, London and Antwerp via Hongkong, Singapore, Penang, Colombo, Suez and Port Said:—

KITANO MARU	16,000	Capt. K. Inatsu,	April 11
INABA MARU	12,500	Capt. K. Hayashi,	April 25

EUROPEAN LINE CARGO SERVICE

For Marseilles and Liverpool via Ports:—

KAMAKURA MARU	12,500	Capt. Y. Kawashima,	Middle of May

For London, North Continental Ports via Ports:

FOR VICTORIA AND SEATTLE Via Nagasaki, Kobe, Yokohama.

KASHIMA MARU ...	19,000	Capt. K. Itsuno,	April 24
SUWA MARU	21,000	Capt. M. Machida,	May 15

FOR VICTORIA AND SEATTLE (Sailing from Kobe).

KATORI MARU	19,000	Capt. K. Yoshikawa,	April 10

FOR SAN FRANCISCO, NEW YORK AND BOSTON Via Panama.

Calling Japan Ports

DURBAN MARU....	10,000	Capt. E. Takahashi,	April 20

FOR SOUTH AMERICAN (Sailing from Kobe).

For Buenos Ayres, Santos, Rio de Janeiro via Durban and Cape Town:—

KAWACHI MARU ..	12,500	Capt. J. Tsuji,	April 28

FOR YOKOHAMA VIA NAGASAKI, MOJI AND KOBE.

NIIGATA MARU	4,000	Capt. B. Matsukusa,	April 5
KASUGA MARU	7,000	Capt. M. Nakamura,	April 12
TAKESHIMA MARU.	4,500	Capt. T. Takechi,	April 15

FOR KOBE AND OSAKA VIA MOJI (Osaka may be omitted).

YAMASHIRO MARU ..	7,000	Capt. T. Kusakart,	April 6
KUMANO MARU	9,500	Capt. K. Kobayashi,	April 9
OMI MARU	7,000	Capt. S. Shiratori,	April 13
CHIKUGO MARU	5,500	Capt. M. Tsuruga,	April 16

FOR KOBE DIRECT.

KAMO MARU	16,000	Capt. K. Ogura,	April 5

FOR HONGKONG.

KASHIMA MARU ..	19,000	Capt. K. Itsuno,	April 7

FOR MANILA AND HONGKONG.

FUSHIMI MARU ...	21,000	Capt. R. Shimizu,	May 17

FOR AUSTRALIA (Sailing from Hongkong).

For Manila, Zamboanga, Thursday Isl., Townsville, Brisbane, Sydney, Melbourne:—

NIKKO MARU	10,000	Capt. J. Kusano,	April 19
AKI MARU	12,500	Capt. G. Shinomiya,	May 17
TANGO MARU	14,000	Capt. S. Saito,	June 21

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
I. MATSUDAIRA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

CHINA PACIFIC CO.
AGENTS FOR
COLUMBIA PACIFIC SHIPPING CO.
SUDDEN AND CHRISTENSON
AND
ROOSEVELT STEAMSHIP LINE
AROUND THE WORLD SERVICE

Sailing from Shanghai about

S.S. "BEARPORT"	April 16
S.S. "WEST KADER"	May 7
S.S. "WEST KEATS"	to follow

Cargo Service between
Portland, Oregon and Shanghai, Tsingtao, Tientsin, Dairen and Japan Ports

Through Bills of Lading to New York in Connection with American Hawaiian Line Steamers.

Through Railway bills of lading to the principal cities of the United States and Canada.

For information as to freight rates, etc., apply to

C. L. SEITZ, *General Agent.*
Telephone C. 463. No. 6 Kiukiang Road, Shanghai (4th floor)

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)

Under Mail Contract with Imperial Japanese Government

Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE, For Marseilles, London, Antwerp, Rotterdam and Hamburg via Hongkong, Singapore and Colombo.

	Tons	Capt.	Arrive	Leave.
*BURMA MARU	9,000	S. Kobayashi	Apr. 11	Apr. 13

NEW YORK LINE, For San Francisco, Panama and New York via Japan Ports.

*HONOLULU MARU	15,000	K. Hirano,	June 13	June 15

PUGET SOUND LINE, For Victoria, Seattle Tacoma, and Vancouver via Dairen, Kobe and Yokohama.

ARABIA MARU	18,000	K. Komiya,	Apr. 14	Apr. 16

FOR HONGKONG.

FOR NORTH CHINA PORTS, For Dairen via Tientsin

FOR FORMOSA, For Takao via Keelung.

The Company also runs numerous steamers from Japan to Principal Ports of the world.

Through freight booked from Shanghai for Transhipment at Kobe.

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund, Tel. Nos. Central 4233, 4234 and 4235. O.S.K., Yangtszepoo Wharf, Tel. Nos. Central 2215 East 208 and 212. Tel. Address: SHOSEN, Shanghai.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag	Agents
Mar. 20	—	New York	Agnes Dollar	Br.	Dollar Co.
Apr. 1	—	Tsingtao	Anshin M.	Jap.	[illegible]
Mar. 29	—	Japan	Chojun Maru	Jap.	S.M.R. Co.
Mar. 18	—		Chenhua	Chi.	T.Y.S.S. Co.
Feb. 22	—	Cruise	Chentiao	Chi.	Customs
Mar. 26	—	Portland, ports	Coaxet	Am.	A. Line
Apr. 1	—		Daishin Maru	Jap.	
Apr. 1	—	Hankow, etc.	Essos	Br.	J. M. & Co.
Apr. 1	—	Dairen	Fukuken Maru	Jap.	[illegible] K.
Apr. 1	—	Japan	Gokensan Maru	Jap.	M.B.K.
Mar. 31	—	Chinwangtao	Hachiro Maru	Jap.	K.M.A.
Mar. 31	—	Hankow	Hanping	Chi.	H. Y. P.
Mar. 31	—	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Apr. 1	—	Tientsin, port	Hsinming	Chi.	C.M.S.N. Co.
Mar. 31	—		Hsintien	Fr.	
Mar. 24	—	Hongkong	Hwahping	Chi.	W. & Co.
Jan. 19	—		Hwanyin	Chi.	Dollar Co.
Mar. 12	—	Japan	Kaitsu Maru	Jap.	S. Yoko
Mar. 12	—	Hankow, etc.	Kiangkang	Chi.	C.M.S.N. Co.
Feb. 3	—	Ichang	Kikin	Fr.	A. Enari
Mar. 28	—	Japan	Kandahar	Br.	J. M. & Co.
Apr. 1	—	Tientsin, port	Kiangning	Br.	J. M. & Co.
Mar. 31	—		Kwanto Maru	Jap.	
Mar. 31	—	Pukow	Kwongsang	Br.	J. M. & Co.
Apr. 2	—	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Mar. 31	—	Cruise	Liuhsing	Chi.	Customs
Mar. 21	—	Cruise	Likin	Chi.	Customs
Mar. 31	—	Tientsin	Mingshun	Chi.	S.P.S.N. Co.
Apr. 1	—	Japan	Ryusho Maru	Jap.	M.S.K.
Apr. 1	—	Hankow, etc.	Sanpeyang M.	Jap.	N.K.K.
Mar. 31	—	Japan	Shosho Maru	Jap.	S. Shokai
Mar. 29	—	Japan	Sungshan Maru	Jap.	N. K. K.
Feb. 26	—		Sankiang	Chi.	S.P.S.N. Co.
Dec. 28	—	Cruise	Store Nordiske	Dan.	G.N.T. Co
Feb. 23	—	Japan	Shinko Maru	Jap.	S. Shokai
Mar. 17	—	Chinkiang	Shunchong	Chi.	T.Y.S.S. Co.
Mar. 20	—	Japan	Taitsu Maru	Jap.	M.B.K.
Apr. 1	—	Japan	Taga Maru	Jap.	M.B.K.
Apr. 1	—	Hankow, etc.	Tehhsing	Chi.	S.P.S.N. Co.
Apr. 1	—	Swatow	Tientsin	Br.	B. & S.
Apr. 1	—	Tientsin, port	Tungchow	Br.	B. & S.
Apr. 1	—	Hongkong,	Unda	Br.	A.P. Co.
Apr. 1	—	Dairen	Wanli	Chi.	N.S.S.N. Co.
Apr. 1	—	Hongkon	W. Montana	Am.	Adl. Line
Apr. 1	—	Hankow, etc.	Wuchang	Br.	B. & S.
Dec. 24	—	.....	Wergeland	Am.	

Arrivals

Date		From	Ships Name	Flag	Agents
Apr. 1	—	Hongkon	W. Montana	Am.	Adl. Line
Apr. 2	—	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

P. & O., British India, Apcar, E. & A. S.S. Lines
(Companies Incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "KHYBER"	April 11th
S.S. "SOUDAN"	April 25th
S.S. "NAGOYA"	May 9th
S.S. "PLASSY"	June 8th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DUNERA"	April 13th
S.S. "DILWARA"	April 29th

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "TORILLA"	April 16th
S.S. "TAKADA"	May 3rd

FOR SYDNEY from HONGKONG

S.S. "KANOWNA"	May 2nd
S.S. "ST. ALBANS"	May 25th
S.S. "EASTERN"	June 18th

P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.
AGENTS
24 The Bund, Shanghai
Telephones: General: Central 169, Passage: Central 2510, Freight: Central 2669

BARBER STEAMSHIP LINES, INC.
FOR NEW YORK AND BOSTON

S.S. Mulpua ..... April 28th

FOR LONDON - ANTWERP - ROTTERDAM
S.S. Easterling ..... April 5th
Special Arrangements can be made for full Cargoes.
For rates and particulars apply to

THE BARBER S. S. LINES, INC.
THE ADMIRAL LINE, Agents.
Cor. Nanking and Kiangse Rds. Tel. C. 5971, 5972 and 5973

STRUTHERS & DIXON
INCORPORATED
Pacific Representatives and Operators
Green Star Line

For San Francisco—via Japan Ports

For Seattle—via Japan Ports
U.S.S.B. S.S. WEST IVIS ..... April 15th
U.S.S.B. S.S. WEST JESSUP ..... May 7th

For New York—via Suez Canal

For information on rates, etc., apply to

EXECUTIVE OFFICE FOR THE FAR EAST
Shanghai, China.
L. EVERETT, Vice President.

SHANGHAI OFFICE
7 Jinkee Road
Tel. Cent. 5017 and 5018
W. B. Lust, Agent.
Telegrams "DIXSTRUTH"

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangfoo, Captain Sorensen, will leave on Sunday, April 3, at midnight. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. Kianghsin, Capt. Phillips, will leave on Monday, April 4, at midnight. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The China Navigation Co.'s Steamer Ngankin, Captain G. D. S. Mills, will leave from the French Bund on Monday, April 4, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kutwo, 2664 Tons, Captain James, will sail for the above-mentioned ports from Hunt's Wharf on Monday, April 4, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckwo, 3,770 Tons, Captain Campbell, will sail for the above mentioned ports from Hunt's Wharf on Tuesday April 5, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Shengking, Capt. G. P. McAdam will leave from the French Bund on Wednesday, April 6, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Str. Woosung, Capt. C. C. Williams, will leave from the French Bund on Thursday, April 7, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Wosang, 1,783 Tons, Captain Forrster, will sail for the above-mentioned ports from Old Ningpo Wharf on Thursday, April 7, at about midnight. For Freight or Passage apply to **JARDINE, MATHESON AND CO., LTD.**, General Managers. Tel. Central 241. Extension to Freight and Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Loongwo, 3,925 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunt's Wharf on Friday, April 8, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Taitung, Captain K. E. Tuebben, will leave from the French Bund on Friday, April 8, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

FOOCHOW.—The Str. Hsinchi, Captain Hansen, will leave on Sunday morning, April 3. For Freight or Passage apply to **C. M. S. N. Co.**

WENCHOW.—The Str. Hacan, Captain Wallace, will leave on Sunday morning, April 3. For Freight or Passage apply to **C.M.S.N. Co.**

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking Captain J. Oundney, will leave from the French Bund on Monday, April 4, at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. Kiangteen, Capt. D. D. Ross, will leave on Tuesday, April 5, at 3:30 p.m. For Freight or Passage apply to **C.M.S.N. Co.**

AMOY AND SWATOW.—The Steamer Kaho, Captain Le Patourel, will leave on Tuesday, April 5. For Freight or Passage apply to **C. M. S. N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Str. Sinkiang, Capt. C. W. Puckett, will leave from the French Bund direct for the above ports on Tuesday, April 5, at 8 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, H'KONG & C'TON.—The China Navigation Co.'s Steamer Soochow, Captain D. R. Davies, will leave from the French Bund on Thursday, April 7, at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, H'KONG & C'TON.—China Navigation Co.'s Steamer Yingchow, Captain G. Byers, will leave from the French Bund on Saturday, April 9, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agent Freight Tel. 77 and Passage Tel. 401.

For Northern Ports

CHEFOO & TIENTSIN.—The Str. Hsinming, Capt. Wallace, will leave on Sunday morning, April 3. For Freight or Passage, apply to **C.M.S.N. Co.**

CHEFOO & NEWCHWANG.—Str. Hsinfung, Captain W. S. Ross, will leave on Sunday morning, April 3. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Harris, will leave from the French Bund on Sunday, April 3, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401

NEWCHWANG.—The China Navigation Co.'s Steamer Ichang, Capt. J. A. McCulloch, will leave on Tuesday, April 5, at 10 a.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE** Agents, Tel. No. 77.

CHINWANGTAO Direct.—The Kailan Mining Administration, will despatch the s.s. Kaiping, on April 5, For Freight or Passage, apply to Agent, 1 Jinkee Road Tel. Central 1115.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Shuntien, Capt. H. A. Walker, will leave from the French Bund on Tuesday, April 5, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.**

W'WEI, C'FOO & TIENTSIN.—The China Navigation Co.'s Str. Fengtien, Capt. C. A. Christiansen will leave from the French Bund on Saturday, April 9, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TSINGTAO.—The China Navigation Co.'s Steamer Suiyang, Captain W. Shane, will leave from the Watung Wharf on Saturday, April 9, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.**

TIENTSIN Direct.—The Kailan Mining Administration, will despatch the s.s. Kwangping on April 9, 1921. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. Central 1115.

VLADIVOSTOK DIRECT.—The s.s. Yungshin, Captain Pooiga, will be despatched from Shanghai on Sunday, April 10. The tender conveying Mail and Passengers will leave the French mail jetty at 2 p.m. the same day. For Freight or Passage, apply to L. V. Lang, No. 8 French Bund. Phone Nos. Central 4702 and 3059.

For Foreign Ports

VANCOUVER, B. C., via NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B. C.—The s.s. **Empress of Asia**, of The Canadian Pacific Ocean Services, Ltd., will leave Woosung on Sunday, April 3. The tender will leave the Customs Jetty with Passengers and Hand Baggage only at 3 p.m. on the same day. For Passage, apply to A. H. TESSIER, Palace Hotel Building, 19a Bund, Phone C. 182. For Freight apply to P. A. COX, corner of Peking and Yuen Ming Yuen Roads, Phone, C. 181

SAN FRANCISCO v. Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu.—The s.s. **Tenyo Maru** 22,000 Tons, Captain A. Totaka, will be dispatched on Wednesday, April 6. Tender conveying passengers and mails will leave Customs jetty at 4 p.m. For passage apply to **TOYO KISEN KAISHA**, S. Kinno, Acting Manager,

Sailed from Shanghai

FOR SAN FRANCISCO	
Mandarin	Mar. 2
Imiay	Mar. 10
Korea Maru	Mar. 18
Siberia Maru	Mar. 23
Colombia	Mar. 27
FOR VANCOUVER	
Emp. of Japan	Mar. 25
FOR TACOMA	
Africa Maru	Mar. 9
Alabama Maru	Mar. 21
FOR SEATTLE	
Eldridge	Mar. 5
West Ison	Mar. 8
Fushimi Maru	Mar. 13
FOR PORTLAND	
West Keats	Mar. 12
Pawlet	Mar. 13
West Nivaria	Mar. 30
FOR NEW YORK	
Oneka	Mar. 2
Amazon Maru	Mar. 17
Schodack	Mar. 17
Apus	Mar. 18
Bessie Dollar	Mar. 21
Eurana	Mar. 24
Laertes	Mar. 26
Egremont Castle	Apr. 2
FOR LONDON ETC.	
Kashgar	Mar. 1
Helenus	Mar. 3
Kleist	Mar. 7
Tamba Maru	Mar. 7
Mishima Maru	Mar. 14
Karmala	Mar. 15
Kashmir	Mar. 22
Nankin	Mar. 31
Sado Maru	Mar. 31
FOR LIVERPOOL	
Telamon	Mar. 14
Knight of the Garter ..	Mar. 26
FOR COPENHAGEN	
Australien	Mar. 1
Indien	Mar. 26
FOR ROTTERDAM	
Aldebaran	Mar. 3
Glenariffe	Mar. 13
FOR HAMBURG	
Calcutta Maru	Mar. 5
Shunko Maru	Mar. 19
Ningchow	Apr. 1
FOR MARSEILLES	
Porthos	Mar. 10
Cordillere	Mar. 25
FOR TRIESTE	
Hungaria	Mar. 4
FOR BOMBAY	
Dilwara	Mar. 6
FOR CALCUTTA	
Arratoon Apcar	Mar. 2
Gregory Apcar	Mar. 21
FOR SYDNEY	
Titan	Mar. 7

DOLLAR LINE
REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT SERVICE
MANILA—HONGKONG—SINGAPORE—SHANGHAI TO AMERICA

SAILINGS FOR HONGKONG, MANILA AND SINGAPORE
S.S. "Melville Dollar" April 15th

SAILINGS FOR VANCOUVER
S.S. "Harold Dollar" - - - - - May 10th
S.S. "Melville Dollar" - - - - - May 25th

SAILINGS FOR NEW YORK
S.S. "Harold Dollar" via Panama - May 10th
S.S. "Melville Dollar" via Panama May 25th

SAILINGS FOR NEW YORK
S.S. "Robert Dollar" via Suez May 5th
S.S. "M. S. Dollar" via Suez Middle May

SAILINGS FOR HONGKONG, MANILA AND SINGAPORE
S.S. "Melville Dollar" - - - - - April 15th

Through Bills of Lading issued to Points Beyond.
Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada.
For further information as to Freight Rates, etc.
apply to

THE ROBERT DOLLAR COMPANY
Union Building, Canton Road
TELEPHONE: CENTRAL 2308

Schiller & Co.
EXPRESS AND FORWARDING AGENTS AND CUSTOMS BROKERS
BRITISH FIRM—ESTABLISHED 1885
Insurance, Cartage Contractors, Expert Furniture and Curio Packers, Warehousing at Lowest Rates.
GOODS DELIVERED TO ALL PARTS OF THE WORLD
Telephone Central 204 9 Ezra Road, Shanghai.

Through the World-Famous
YANGTSZE GORGES

THE ROBERT DOLLAR CO.
WILL OPERATE THE FAST FREIGHT AND PASSENGER STEAMERS

"ALICE DOLLAR"
AND
"ROBERT DOLLAR II"
Between Ichang and Chungking, through the Wonderful Yangtze Gorges.

The s.s. ALICE DOLLAR" is a new vessel which will be completed shortly and the s.s. "ROBERT DOLLAR II" has been practically rebuilt. Both of these fine steamers are fast and no expense has been spared in fitting them with all modern comforts and conveniences, including large state rooms, electric lights, fans, refrigerator plants, excellent cuisine, etc.

We will despatch the s.s. "Robert Dollar II" from Shanghai for Ichang and Chungking on or about April 15th and the s.s. Alice Dollar," for the same ports, about May 15th.

Definite dates of sailings will be published later.

Through passenger tickets may be booked from Shanghai to Chungking

at the offices of

THE ROBERT DOLLAR CO.
1 Canton Road, SHANGHAI. HANKOW.
and
THOS. COOK & SON
SHANGHAI.

TYRE SERVICE THAT is SERVICE
If you are satisfied with our tyre service, tell your friends; if you are not, tell us.
H.S. HONIGSBERG & CO. INC.
P. GIOVANNINI TYRE DEPT.

The China Press
大陸報

SHANGHAI, SUNDAY, APRIL 3, 1921

DONT ARGUE!

HIRE CARS from CENTRAL 3809 ARE BEST

Business and Official Notices

CABLES MOORE SHANGHAI — ESTABLISHED 1879 — TELEPHONE CENTRAL 158

L. MOORE & Co.
LIMITED

AUCTIONEERS - VALUERS LAND BROKERS
45 KIANGSE ROAD SHANGHAI

AUCTION INDEX

Tuesday, April 5th.—Fine Selection of Jewellery, Cameras and Photographic Apparatus. In Salesroom at 10 a.m.

Tuesday, April 5th.—Superior Household Furniture 10 a.m. At 26 Hart Road.

Friday, April 8th.—Excellent Office Furniture at 129 Szechuen Road. At 10 a.m.

Tuesday, April 19th.—Excellent Household Furniture and Sundries at 23 Yangtszepoo Road.

SHANGHAI AUCTIONEERS, LIMITED

Telephone No. 5021

FIRE LOSS ADJUSTERS FOR INSURANCE

Valuers for Probate

Inventories of furniture taken at shortest notice and at reasonable rates

Also

Land and Estate Agents

Not a Single
CROSS WORD
in a
CASE
SANDY MACDONALD
(Sandy Mac)
is the best
SCOTCH WHISKY
At All Storekeepers

GARNER, QUELCH & CO.
Sole Agents

Send Me 200 Used Stamps (all values well assorted) of China and Adjoining Countries
and in EXCHANGE
I will give you Picture Post Cards of Famous London Views, British Scenery, and of the Great War etc.,
MISS TEE, 1, Kio Ora,
Stockwell, London, England.
34469

WEDDING

XAVIER-HUON: On Saturday, April 2, at the St. Joseph's Church, Rue Montauban, by the Rev. Father Maumus, J. F. Xavier, to Charlotte Emilie Huon. Nagasaki papers please copy.

36775

Cercle Sportif Francais

NOTICE

The Members of the Cercle Sportif Francais are invited to attend the Annual General Meeting which will be held in the premises of the Cercle on Saturday, 16th April, 1921 at 4.30 p.m.

BUSINESS

I. Presentation of the accounts for 1920.
II. Election of the various Committees.
III. Revision and approval of the new rules.
V. Miscellaneous.

Members wishing to make suggestions or ask questions are requested to notify the Hon. Secretary at least 3 days before the meeting.

Members wishing to join any committee are requested to send their applications to the Hon. Secretary.

The COMMITTEE

36767

Notice of Removal
We have removed our offices to:
No. 3E Peking Road
ZYLSTRA TRADING COMPANY
36634

FRESH BUTTER
"DAISY"
Brand
AND
MEADOW
Brand
in one-lb. pats
May be obtained from all Leading Stores

These brands of finest quality Fresh Butter are supplied daily to all leading Storekeepers

Pure, Fresh and Delicious

Outport orders may be sent to

Geddes & Co.,
Limited.
Agents.
5 Peking Road, Shanghai
Tel. C. 346.

THE LITTLE SHOP
wish to inform their Patrons that they have removed to No. 34 Nanking Road, First floor in conjunction with
THE ART ROOMS
and have on view a fine collection of Chinese SOUVENIRS, BLACKWOOD, FURNITURE, EMBROIDERIES & LAMP SHADES made from Genuine Mandarin coats in exclusive designs.
Orders for
LAMP SHADES, CUSHIONS ETC.,
promptly executed.
Please note the new address:
34 NANKING ROAD
1st FLOOR (Over Boyes, Bassett & Co.)

MATRIMONIAL

RUSSIAN lady, young, refined, and of good disposition and appearance, wishes to meet a quiet gentleman, about 30 years of age, with a view to matrimony. Reply, enclosing photograph and full particulars, to Box 1156, THE CHINA PRESS.

36660 A 3

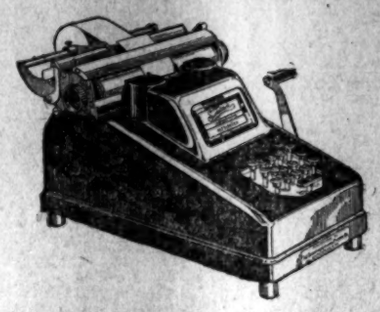
OFFICES WANTED

OFFICE and GODOWN wanted, central location, ground floor, about 2,000 square feet suitable for office and godown use. Reply by letter only, stating full particulars, Belting and Leather Products Association, Inc., American Post Office Box 635.

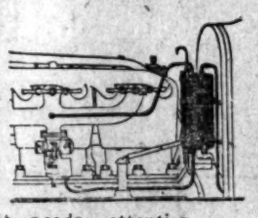
36757 A 5

Business and Official Notices are Continued on Page 17 and 19

Amusement Advertising will be found on Page 20 and 21

Sundstrand
ADDING MACHINE

"We tried them all and found the Sundstrand the quickest and most satisfactory Adding-Listing Machine built to-day," said the taipan of one of the most prominent firms in China, and this is the universal opinion. Be sure and see the Sundstrand if you are buying a machine.

THE OFFICE APPLIANCE CO.
Sales Agents for China

STEWART VACUUM GASOLINE SYSTEM

Over the roughest roads it insures an absolutely positive gasoline feed. It is self-contained, simple in construction; nothing to get out of order, nothing that needs attention.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

PROFESSIONAL

WELL EDUCATED Russian lady desires to give lessons in Russian. Speaks English. Apply to Box 1189, THE CHINA PRESS.

36747 A 3

LESSONS in English conversation and grammar by competent lady teacher (British). Understands Japanese. Apply to Box 1202, THE CHINA PRESS.

36762 A.3

RUSSIAN lessons given by young lady; experienced teacher. Apply to Box 1192, THE CHINA PRESS.

36752 A 9

PRIVATE TUITION: Piano and French lessons given by French lady, speaking English. Graduate of Milan Conservatoire of Music. Apply to Box 1179, THE CHINA PRESS.

36732 A. 5

DANCING: Individual instruction only. New York's latest wonderful, snappy Fox-trots, "Jazz" One-steps. Waltzes. Connie Hendry, Astor House Hotel.

36565 A. 15

DANCING: Private lessons in modern dances given by experienced lady. Fox Trot, one step, two step and waltzes, etc. Apply Miss White, 459 Rue Eugene Bard.

36627 A. 5

MISCELLANEOUS

DR. Ellen Abkin Mark M. D. Geneva University, Specialist in urinary, skin, internal and women's diseases. No. 573 Nanking Road. Office hours, 11-1; 3-5. Telephone C. 6104.

36697

Mme KRYLOFF, Surgical Obesity, General Corporal Massage, Injections. 9-11 a.m. 2-4 p.m. 307-F Avenue Joffre.

36204

Classified Advertisements are Continued on Page 20

SITUATIONS WANTED

YOUNG lady experienced in English, French commercial correspondence, capable of undertaking translations of any document in both these languages, seeks work after office hours. Knowledge of shorthand. Apply to Box 1201, THE CHINA PRESS.

36760 A.6

CIVIL ENGINEER from Poland, graduated 1911 in Europe, open for position as building superintendent, reinforced concrete designer, road-builder etc. Four years in China. Apply to Box 1142, THE CHINA PRESS.

36761 A.5

LET the Y.M.C.A. Employment Department help you find the right man for the next vacancy in your office. Fifteen years of experience. hundreds of satisfied employers. Address Mr. C. C. Hsu, Employment Secretary, No. 120 Szechuen Road. Shanghai, or phone Central 5200.

36777

THOROUGHLY experienced Chinese bookkeeper wants position in charge of set of books. Apply to Box 1188, THE CHINA PRESS.

36745 A. 3

BOOKKEEPER, quite experienced, capable of controlling complete set of books, desires engagement. Please apply to Box 1175, THE CHINA PRESS.

36728 A. 16

YOUNG MAN, at present employed, seeks change of position; has excellent office experience, good typist, and is an assistant bookkeeper. Salary to commence, $200, if prospects are favourable. Please apply to Box 1174, THE CHINA PRESS.

36725 A. 6

YOUNG lady with experience in filing, coding and general office routine, is open for engagement immediately. Apply to Box 1168, THE CHINA PRESS.

36693 A. 3

POSITION WANTED by an elderly American as godown-keeper; has knowledge of cow hides, sesamun seeds, cocoons and Chinese hair. Apply to Box 1136, THE CHINA PRESS.

36620 A. 5

Classified Advertisements

All Advertisements must be prepaid. Replies must be called for.

2 Cents a Word. Minimum Charge 40 cents.

SITUATIONS VACANT

WANTED, a reliable godown-keeper (Chinese), must be able to supply bond in the form of chop of well-known native hong. Must be a willing worker. Reply, giving references, to Box 1199, THE CHINA PRESS.

36759 A 8

COLLECTION SHROFF required by firm not employing compradore. Must be responsible for all accounts and bring own assistant. Must supply cash guarantee amounting to Taels 1,000. Reply, giving references, to Box 1200, THE CHINA PRESS.

36759 A 8

WANTED, well-qualified male stenographer. Excellent future prospects. Apply, stating age, nationality, and experience, together with references, to Box 1196, THE CHINA PRESS.

36755 A 5

WANTED immediately, English-speaking Chinese clerk with substantial guarantee. Apply to Box 1206, THE CHINA PRESS.

36766 A.5

WANTED, a first-class man by an enterprising Shanghai Corporation, American or Britisher, not over 35 years of age, capable of taking charge as manager. Must be thoroughly trustworthy, possess initiative and not too proud to work, he should be experienced in general local business customs and be acquainted with and well regarded by native and foreign business houses of Shanghai. This is a fine opening for an ambitious man, and for such as can qualify a liberal offer is waiting, consisting of salary and commissions, and later, upon proving qualifications, an opportunity to acquire a substantial interest in the business. When replying, please give full information, including references which will be held in strict confidence. Apply to Box 1198, THE CHINA PRESS.

36758 A.5

WANTED, stenographer, (female), nationality immaterial, for about three months, salary taels 150. Apply at once to Box 1184, THE CHINA PRESS.

36741 A. 3

WANTED for Peking, dispensing chemist, speaking English and French. Apply to Box 1172, THE CHINA PRESS.

36722 A. 5

WANTED, compradore with fifteen to twenty thousand taels in cash. Can earn from forty to seventy-five per cent. on his money in an absolutely safe business. For particulars, apply to Box 1166, THE CHINA PRESS.

36689 A. 8

WANTED STENOGRAPHER long experience unnecessary but must have good references. Reply stating experience and salary required to Box 1163, THE CHINA PRESS.

36682 A. 3

EXCHANGE AND MART

ADVERTISER is open to purchase houseboat, condition of upper structure immaterial as long as hull is sound. Reply, giving full particulars, to Box 1128, THE CHINA PRESS.

36748 A. 3

WANTED to hire houseboat for summer. Opportunity for anyone going home to place their boat in good hands. Reply, giving particulars, to Box 1129, THE CHINA PRESS.

36748 A. 3

WANTED, small second-hand motor-cycle. Must be in good running condition. Address full particulars to Box No. 1180, THE CHINA PRESS.

36733 A. 3

VIOLIN for sale, old stradivarius fine high toned. Please apply to Box 1183, THE CHINA PRESS.

36740 A. 5

WANTED, Motorcycle, small size, must be in good condition. State price. Apply to Box 1169, THE CHINA PRESS.

36698 A. 3

FOR SALE, excellent building site on Kungping Road. Two mow with over 240 feet road frontage. Foreign title deed. Apply to Box 1153, THE CHINA PRESS.

36651 A. 8

APARTMENTS

Connaught House
8 Quinsan Garden
Vacant April 1st, one attic room.
Apply MRS. G. POLLOCK.

BOARD AND RESIDENCE
14 Quinsan Gardens
Telephone N. 482

To let, with board, large well-furnished room and bath. Suitable for married couple or two bachelors. All modern conveniences, garage, and stabling. Apply to Box 907, THE CHINA PRESS.

TO LET, one well-furnished room, without board, in Frenchtown. Apply from 1 to 3, No. 49 Rue Marcel Tillot.

36750 A 6

LARGE, beautifully furnished room, and private bath, geyser, telephone, best food in Shanghai. Suitable for two or three gentlemen. References required. Available April 1st. Apply 18 Quinsan Gardens.

36641

TO RENT, most attractive well-furnished flat for two. Every home comfort, all new and modern. Board privately served in apartment. Near tram. Garden, tennis, garage. A real nice home. Apply to Box 1204, THE CHINA PRESS.

36765 A.3

TO LET, from the 15th of April, one big furnished room, with board, suitable for married couple or two bachelors. Please apply to Box 1197, THE CHINA PRESS.

36756 A 6

TO LET in private family well furnished rooms with board, attached baths and closed verandahs. Suitable for married couples and bachelors. Use of phone. Apply from 12 to 3 p.m. and 5 to 7 p.m., No. 11 North Szechuen Road.

36744 A. 5

TO LET, two unfurnished rooms, down North Szechuen Road Extension, for $35. Apply to Box 1171, THE CHINA PRESS.

36719 A. 5

TO LET, one furnished room, with board. Apply 20 Haskell Road.

36731 A. 5

TO LET, immediately, small furnished flat in Ben Building, Avenue Edouard VII, two rooms, bathroom and kitchen. Furniture must be taken over. Apply to Mr. J. Barraud's Office, 71 Rue du Consulat.

36736 A. 5

WELL-FURNISHED room, with excellent board, to let at No. 103 Bubbling Well Road; Phone west 805 or call personally.

36729 A. 3

TO LET, without board, one or two furnished rooms with verandah, near east Seward Road. Apply to Box 1173, THE CHINA PRESS.

36723 A. 3

TO LET, one room in French-town. Modern plumbing, telephone, board if desired. Suitable for one or two bachelors. Apply to Box 1160, THE CHINA PRESS.

36676 A. 3

NICELY furnished room with private bath, full board, suitable for married couple. Modern conveniences throughout, home comforts, excellent locality. Apply to Box 1167, THE CHINA PRESS.

36691 A. 7

HOUSEKEEPING apartment of two rooms or more, all modern improvements, steam heat, very best in city. Apply 51 Szechuen Road.

36706

ROOM TO LET. Apply 1 Young Allen Terrace; telephone, N. 2042.

36653 A 5

APARTMENTS WANTED

WANTED, a single room, by bachelor, with a private family with or without board. No objection small boarding house. Satisfactory references furnished. Apply to Box 1178, THE CHINA PRESS.

36730 A. 3

WANTED, four-roomed (or larger) house or apartment, furniture can be taken over. Apply to Box 1162, THE CHINA PRESS.

36678 A. 4

EXCHANGE AND MART

WRIGHT and BELYEA have for sale ready-to-run Motorboats from 20 to 40 feet long. All speeds. Price to suit everyone. Woosung and 8 North Honan Road. Tel. North 295.

36681

GENTLEMAN'S gold wrist-watch, square shape, with strap, New, $25 cost $50. Apply to Box 1190, THE CHINA PRESS.

36749 A 3

NO. 2 Ansco vest-pocket camera, Modico anastigmat lens, bronic shutter, case complete, as new, accept $30. Apply to Box 1191, THE CHINA PRESS.

36749 A 3

FOR SALE, private rubber-tyred ricshaw, as good as new, cheap. Apply to Box 1193, THE CHINA PRESS.

36753 A 6

LAND for sale, 8.761 mow (actual area) on Hungjao Road, with good road frontage. Tls. 600 per mow. Very desirable locality for a country house. Apply to Box 1194, THE CHINA PRESS.

36769 A.9

FIRST-CLASS business concern to sell, 14 rooms. Good lease to be taken over. Furniture all new. Most paying concern. Western. Apply to Box 1205, THE CHINA PRESS.

36765 A.5

WANTED to purchase or loan, Swiss goat or ram. Apply to Box 1207, THE CHINA PRESS.

36766 A.3

FOR SALE. A little over 2.5 mow of well raised land, situated very near to corner of new Kiangwan Road, newly fenced in, laid out with flower and vegetable gardens, tennis lawn, well, and attached bungalow, B.C. title deeds. For price and inspection, apply to Box 1208, THE CHINA PRESS.

36768 A.9

SAFETY Razor Blades sharpened like new, three cents single, four cents double blades. Send your old blades to the Y.M.C.A. Barber Shop —"The Sanitary Shop," 120 Szechuen Road.

36776

LONGCLOTH, Horrockses' 36" longcloch No. 500, $30.00 per piece, 40 yards. Probst, Hanbury & Co., Ld., No. 10 Nanking Road.

36687

SPINET CIGARETTES, fine super Virginia cork tipped ovals, price Tls. 8.00 per 1,000 (in tins of 50s.). Probst, Hanbury & Co., Ld., Sundries Dept., No. 10 Nanking Road.

36687

WHITE Drill suitable for summer suits 26½ inches x 40 yards, price $28.00 per piece. Probst, Hanbury & Co., Ld., No. 10 Nanking Road.

36687

NEEDLES, new RUSTLESS BETWEENS British sewing needles, just arrived, (sizes 0 to 12, price $3.00 per thousand). Sole Agents, Probst, Hanbury & Co., Ld., No. 10 Nanking Road.

36687

WHITE CALICO, Landscape Chop, 34 inches by 40 yards. $14.00 per piece. Probst, Hanbury & Co., Ld., No. 10 Nanking Road.

36687

SHEETING, best quality 98" bed sheeting (Three Fish brand) pieces 44 yards, piece $2.50 per yard (pieces only). Probst, Hanbury & Co., Ld., No. 10 Nanking Road.

36687

MADAPOLAM, Tootal's Sealed Madapolam No. T.33 and No. T.22, price $8 per piece of 12 yards. Apply Probst, Hanbury & Co., Ld., No. 10 Nanking Road.

36687

FOR SALE, first-class pointer, ready for training for next season. Best offer to Box 1176, THE CHINA PRESS.

36727 A. 5

FOR SALE, detached residence in the French Concession, with up-to-date conveniences, garage, etc. Apply to Box 1177, THE CHINA PRESS.

36727 A. 5

FOR SALE or exchange, one new twin-cylinder motor-cycle, wholesale price Tls. 250, for anything we can use. Apply to Box 1170, THE CHINA PRESS.

36700 A. 3

China × Press × Sports

SHANGHAI, SUNDAY, APRIL 3, 1921

NAME FORTY BASEBALL MEN TO BOOST DRIVE

Representative Committee Will Aid Membership Campaign For Baseball Club

TO CANVASS SHANGHAI

All Offices And Clubs To Be Reached By Those Armed With "IOU" Blanks

Have you met one of the forty yet?

If not watch out for each and every one is armed with a block of pale blue tickets reading something like this

I. O. U.
Mex. $ Ten
Subscription for 1921
To Shanghai Amateur Baseball Club

Of course there are two other lines, one for the name and the other for the address.

This is one of the methods employed by the Shanghai Amateur Baseball Club to get 1,000 members before May 30 and the goal will be reached easily if early indications prophesy correctly. Some 150 joined up the first day and one or two of the "committee of forty" were active last night, notably at the American Club and the Carlton.

"The Forty" will go after members in the clubs, cafes and hongs. Americans must join and others will be requested to help out the Baseball Club in preparing for the biggest year in local baseball history. Much money is needed as the Club hopes to bring the University of Washington, the University of California, Leland Stanford University, at least one Japanese team and possibly nine from Manila and Tientsin. In addition it is on the cards for the local ball tossers to make the trip to Tientsin. The amount the committee is after—ten thousand dollars—will just about allow the Club to make the grade.

So when any one of the forty presents the pale blue "IOU," sign it and do not ask too many questions.

THE "COMMITTEE OF 40"

Here is the committee of forty:

Dr. N. L. Downs, 20 The Bund; Paymaster E. H. Cope, U. S. Navy Pay Office; F. R. Bills, Dodge and Seymour; Major J. H. Ross, Standard Oil Company; J. E. Doyle, The China Press; Richard Deming, Texas Oil Company; Dr. A. M. Massie, 2a Kiukiang Road; Leonard Everett, Struthers and Dillon; C. W. Boden, Robert Dollar Company; Eli Taylor, United States Consulate-General; Edward H. Murray, United States Postal Agency; G. A. Wootten, Probst, Hanbury and Company; P. C. Klingsmith, Park-Union Banking Corporation; W. A. Adams, China Realty Company; William Golding, China and Java Export Company; W. A. B. Nichols, Fearon, Daniel and Company; R. B. Nichols, American Trading Company; E. H. Grooms, China Import and Export Lumber Company; B. A. Hensler, American Drug Company; A. J. Heald, American-Oriental Banking Corporation; Edward C. Rowe, American Asiatic Underwriters; E. L. McCloskey, Gaston, Williams and Wigmore; G. T. Armstrong, Andersen, Meyer and Company; Captain W. I. Eisler, Eisler and Reeves; Inspector Thomas Kerrigan, Louza Police Station; G. W. van Tubergen; G. M. Jackson, Jackson and Allen; A. R. Hager, International Correspondence School; D. D. Patterson, Millards Review; E. Strassman, British-American Tobacco Company; Joseph Eichwald, The Koster Company; F. W. McIntyre, Andersen, Meyer and Company; J. B. Crow, Pacific Mail Steamship Company; Dr. C. S. F. Lincoln, St. John's University; J. J. Knowlan, Haskins and Sells; W. P. Willson, Pacific Mail Steamship Company; John S. Potter, Andersen, Meyer and Company.

RACES POSTPONED

The second extra meeting of the Shanghai Race Club, scheduled for yesterday, was postponed because of the rain and will be held next Saturday.

Bobby Byrne To Be Manager

Bobby Byrne, former third baseman for Pittsburgh and St. Louis in the National League, has signed as manager of the Miami, Okla., team in the New South-western League

SPORT AND STAGE

BY DOMINO

THE RECKONING

By Robert Service.

It's fine to have a blow-out in a fancy restaurant,
With terrapin and canvas-back and all the wine you want;
To enjoy the flowers and music, watch the pretty women pass,
Smoke a cifolce cigar, and sip the wealthy water in your glass;
It's bully in a high-toned joint to eat and drink your fill,
But it's quite another matter when you
Pay the bill.

* * *

It's great to go out every night on fun and pleasure bent,
To wear your glad rags always, and never save a cent;
To drift along regardless, have a good time every trip;
To hit the high spots sometimes, and to let your chances slip;
To know you're acting foolish, yet to go on fooling still,
Till Nature calls a show-down, and you
Pay the bill.

* * *

Time has got a little bill—get wise while yet you may,
For the debit side's increasing in a most alarming way;
The things you have no right to do, the things you should have done,
They're all put down: it's up to you to pay for everyone.
So eat, drink, and be merry, have a good time if you will,
But God help you when the time comes and you
Foot the bill.

* * *

BELINDA

Next Friday the A. D. C. will produce for the first time Mr. A. A. Milne's play "Belinda." It is delightful. I have read it with the greatest pleasure. It is a play which has no great situations. There is not a thrill in it from start to finish. There is not a situation that calls for either a yell of laughter, or for enthusiastic applause. "Belinda" is a play wonderfully written. If it is played well it ought to give the audience the impression that they are sitting by the fireside, after a well cooked dinner, reading one of those dear books that carry the interest to the last cover—and one of those books that you just hate to finish.

The A.D.C. is ambitious. To put on "Belinda" one must have excellent players as well as very thorough rehearsal. To follow in the steps of players like Irene Vanbrugh, Dion Boucicault, Dennis Neilson Terry, Ben Webster and others, requires not only confidence but faith—the faith that removes mountains of criticism. "Belinda" is a trifle. It is a trifle in that "Belinda" trifles with one and all of the people that she comes in contact with. And yet "Belinda" is a woman of the old school; a woman who retains her charm; a woman who is essentially feminine; and a woman who claims the love of every real man. No wonder then that "Belinda" calls for acting of the first class.

People who have seen the play in England say it is "Wonderful." They are also skeptical as to just what the amateurs will do with it. It has already been advertised as an ambitious production. But the local amateurs evidently believe the old proverb that "He who aims at the moon shoots higher than he who aims at the back yard fence." And again "High failure o'erleaps the bounds of low success." So good luck to the little band of players who would bring before local playgoers so fine a play as "Belinda."

The A.D.C. sometimes are able to call upon just the right people to carry a play to success. I doubt if they have ever been more happy in their choice than in their cast of "Belinda." To begin with the name part is in the hands of Mrs. Worcester. Some of us have had the pleasure of seeing this capable little lady in a number of plays. I believe she first came into prominence when she played the lead in "Beauty and the Barge" when Mr. George Wingrove played the part of "Captain Barley." Later, when the play was revived she was sent for and came up from Hongkong to play the character. More recently we remember her as "Eliza" in "Eliza Comes To Stay." But I mention only a couple of her successes. I have had the pleasure of seeing her in rehearsal in "Belinda" and I can safely prophesy another personal triumph for Mrs. Worcester.

"Belinda" has a daughter. "Belinda" is one of those delightful women who charm wherever she goes. Heredity counts and therefore "Delia" her daughter must be full of that charm which is sinonymous with true femininity. The A.D.C. has a fine "Delia." Heredity counts. The Maitland family has given more than one of its members to the local club. N.G. Maitland has time and time again delighted us with his voice. I think the last time that he appeared at the Lyceum was in "The Gondoliers" when he sang the tuneful melodies that Sullivan put into the mouth of Louiz. Years and years ago another Maitland took prominent part in A.D.C. shows and since then he has been a prominent prop in the Yokohama dramatic club. Now we have still another and younger member of the family appearing with the local amateurs. Gentle reader heredity counts.

Miss Katherine Maitland as "Delia" will please you and will do justice to her forebears.

Mrs. Dillon is a new comer. She has only a small part. But she gets all that there is in it out of it. Her "Betty" is quite a fine portrayal. Gentle reader, I am writing about this little play because I love it; because I see in it one of the most charming pieces that we have had the pleasure of looking at. I have insisted on finding my way into the theater just when they have been rehearsing "Belinda." I have watched the work of Mr. H. E. Muriel; I have gazed in admiration at the playing of Mr. Eric Prince and have felt sentimental when Mr. Lawrie Smith was working with 'Delia" and the conclusion is forced upon me that with such a jolly band of players and with such a great comedy the A. D. C. cannot but score a real success. The only pity of it is that the piece can only run two nights owing to the booking of other companies.

* * *

"The Boy Who Comes Home" is another of Mr A. A. Milne's plays. It is still going strong. To be first put on at a music hall; then to be incorporated into a brilliant revue; and then to be given a headliner at the Coliseum ought to be recommendation enough. To have players like Owen Nares and Godfrey Tearle portraying the "Boy" is still another recommendation. Again the A.D.C. have been fortunate in getting players like Morley Peel, Rawson, Miss Berry, Mrs. Rawson and Mrs. Allison. All players of experience—and all good.

I look forward to next Friday night—the first performance—and to next Saturday night—the last performance. I intend to be at both. Gentle reader go there as well.

* * *

WARRIORS' DAY

March 31 was kept in England as "Warriors' Day" when the whole theatrical profession pulled together and gave performances all over the country in aid of the warriors who have been handicapped in life's Struggle during the Great War.

One of the most pleasing features of the "Day" was the fact that over 300 amateur clubs also got busy and produced plays practically in every town of any size. It is too early yet to have any idea of the amount of money obtained by this fine effort but it is certain to attain its object and that is the relief of those who have suffered—and who are still suffering.

* * *

THE ASTONISHED IDIOT

A Cinema actor relates an incident that happened during the filming of Rostand's Chanticleer, with its human poultry people. This was done out of doors and one day while the actor was taking a stroll he came across a man seated by the roadside with his face buried in his hands, evidently deeply distressed about something. Sympathetically he stopped and inquired what the trouble was.

"I'll tell you," said the man, "I'm one of the patients at the lunatic asylum over yonder. Yesterday the doc. said that I was well and could leave in a day or two, but what do you suppose I saw this morning? Roosters and hens six feet high and talking just like humans. That settles it! If I get away from this hole in ten years I shall be lucky."

* * *

A CORKER

A lad in a certain Scottish town was sent by his father to a neighboring public-house with the following order: "Please send to our house ten dozen ale."

One of the publican's faults is a propensity to poke his nose into other people's business, and so he could not help ejaculating. "Guid gracious, laddie, and whatever is yer faither gaun tae dae wi' sae muckle ale?"

For a moment Johnnie was puzzled, knowing that his father wouldn't like him exactly to tell the truth. Then he quietly replied, "I'm no verra sure, but I think he's gaun tae mak' a cork frame, and he'll need the corks."

RAIN MEANS SLOW DEATH FOR FOOTBALL

Season Lingers As Men Are Unable To Play On Wet Grounds

FIRST LEAGUE IS OVER

Recreation Club Is Good For Title With Fine Record For Year

(By Whistle)

Football is dying a lingering death in Shanghai this season and its supporters can only hope to have a fine Saturday this week, so that it may be finished with and decently interred.

A special Shanghai Saturday soak did, the business and made a washout of the scheduled games, and there were not many of them at that.

The first League is definitely finished and the Recs stand well at the head with a pretty good record behind them. The Football Club have handed them the outstanding game. A wise decision as they find considerable difficulty in collecting a team good enough, some of their players going away, and several crocked, so as the result would in no case affect the final position of the League, it is perhaps better not to turn out a scratch team.

The clash between the second teams will be played next Saturday and from the advertised teams it should be a hard game and not easy to spot the winner. The Club team has been doing pretty well this year and (writing from memory) have only been beaten by the Navy team from the Curlew. They will need to keep it up hard next Saturday in order to finish with only one loss.

GOLFERS PLAN TOURNEY TODAY IF RAIN HALTS

Annual Match Scheduled Between Golf Club And Junior Golf Club Men

Picked teams of the Shanghai Golf Club and the Shanghai Junior Golf Club expect to clash in their annual match today at the Kiangwan Links. The morning will be devoted to singles, while the foursomes are to be played in the afternoon. The tees will be reserved for the singles.

Players are requested to arrange for their own foursomes. Motor cars to take the members of the Junior Golf Club to the links will leave the Eastern Garage between 9 and 9:15 and at the clubhouse between 9:25 and 9:35 a.m.

Below is a list of players and the time when they are to meet their opponents:

Time	S.G.C.	S.J.G.C.
10	C. E. M. Thomson	E. Noakes
10:04	A. F. Wheen	G. E. Marden
10:08	R. G. Bowerman	J. L. Wade
10:12	F. W. Tower	G. Norris
10:16	T. Harborne	D. McAlister
10:20	O. H. Blackburn	W. D. Anderson
10:24	C. W. Porter	T. W. Mitchell
10:28	C. Crewe Read	C. Richards
10:32	R. G. Macdonald (Capt.)	A. Braid (Capt.)
10:36	R. M. J. Martin	J. G. Adams
10:40	J. C. Macdougall	J. Rush
10:44	J. G. Dickie	A. Macintosh
10:48	J. Oswald	A. Macgregor
10:52	W. J. Hawkings	R. C. Aitkenhead
10:56	Col. Marr-Johnson	F. Ferrier
11	Capt. E. I. M. Barrett	J. B. Ferrier

Columbia Crews Start Training On Rowing Machines

Coach Jim Rice, of Columbia University, has started candidates for the varsity crew at work on the rowing machines in preparation for the coming season. Coach Rice has selected three husky crews and believes that the university will have one of the greatest crews in its history on the water this Spring. The photograph shows Coach Rice instructing Stroke Brodie, of the varsity. On the left is Van Houten, who pulls No. 7 and is captain of the varsity.

At The Theaters

The star theatrical event of the week, from the standpoint of Shanghai's interest will take place on Friday and Saturday nights when the A.D.C. is to produce a program of two comedies by A. A. Milne at the Lyceum Theater. The one-act curtain raiser, "The Boy Comes Home," will be followed by "Belinda," a three act comedy. The first performance will be open to members only and the second to the general public.

BANVARD COMPANY

High-stepping, interspersed with high comedy, will feature "Castles in Spain," the musical chop-suey offered tonight, tomorrow night and Tuesday by the Banvard Comedy Company at the Olympic Theater. The Banvard Company has proved that its heart is as light as its heels and that its specialty is a romping gaiety that doesn't require any such artificial stimulus as a logical plot.

The Olympic is also announcing a showing of the latest frocks, fans, hats, lingerie and accessories from Paris, to be exhibited at the theater daily during the week from 11 a.m. to 1:00 p.m. by Madame Keeler.

AT THE APOLLO

At the Apollo Theater next Tuesday and Wednesday, Zane Gray's greatest novel, "The Light of Western Stars," will be shown in a screen adaptation with Dustin Farnum in the leading role. The scenic background of the picture will fit in well with the theme and Dustin Farnum as a strong Westerner with right on his side is enough to make Gertie, the matine girl, break her engagement with Alfred of the ribbon counter. On Thursday Herbert Rawlinson will be seen in "Passersby," drama of the "Passing of the Third Floor Back" type. Both as a drama and as a film, it has had considerable success in America.

Today's program consists of another showing of "Empty Pockets," a murder mystery play, and an afternoon performance of Harold Lloyd in "An Eastern Westerner," and other laugh-producers compiled with a special eye on the children.

VICTORIA THEATER

At the Victoria Theater tonight, Mary Pickford will romp through several reels as Miliss, the mountain girl who has a highly original way of carrying on a love-affair. In the evening program, the picture will be combined with Charlie Chaplin's famous "Carmen," served with the real chili sauce of Spanish drama. Charlie as a bull-fighter in a derby hat is worth the price of admission alone. At the afternoon performance, two new episodes of "The Fatal Fortune" will be substituted for the Chaplin film.

SHANGHAI IN MOVIES

Shanghai and Shanghai people will be seen on the screen at the Isis beginning tomorrow night for Marie Walcamp, in the episodes announced, reaches Shanghai with her Universal Company. The fifth and sixth chapters of "The Dragon's Net" are to be shown and local residents will be delighted to see familiar figures and scenes.

The third and fourth episodes of "The Dragon's Net" will be screened this afternoon.

Shivers are guaranteed to play tag up and down the spine of anyone who goes to see "The Scarlet Shadow," booked for tonight at the Isis Theater. The film is a six-part Universal feature, crowded throughout by breath-taking situations and adventures that would make Sherlock Holmes look like an amateur.

BANDMAN COMING

A distant forecast of joys to come is to be found in the announcement that the Bandman Opera Company will open at the Lyceum Theater on April eighteenth, with the latest crop of London musical comedy successes. The company is planning for a two weeks' stay, and judging from the popularity of other Bandman aggregations, early booking is advisable.

Amateur Athletic Union, To Represent All China Will Be Formed In June

Associations And Institutions In Various Sections Have Been Asked To Send Delegates Here For Conferences During Far Eastern Games

A national amateur athletic union for China, long a dream, will probably be realised at the Far Eastern Championship Games for associations and institutions throughout the country have been circularised and asked to send representatives to meetings which will be held here while the Olympics are on. The first session will be held at 9 a.m. on June first at the Chinese Y.M.C.A.

The need for such an organisation is admitted. There is no parent governing body for athletics in China, no central organisation to which appeals may be made by coaches or athletes, no authoritative committee which could determine rules or records. A good start was made a year ago and a constitution will be ready for the June meeting.

The following letter has been sent all over the country:

Dear Sir:

Last June the proposed constitution of the China Amateur Athletic Union was sent out to schools and colleges throughout the country together with the enclosed letter. There was not the response that was hoped for, but three large groups, the North China Federation, the East China Intercollegiate Association and the Fokien Association have signified their willingness to have such a union started in China.

It would seem for obvious reasons that the coming Far Eastern Games would be a favorable and opportune time for definitely launching such an organisation as was contemplated. The present Contest Committee of the Far Eastern Games is anxious to see such an organisation effected. A meeting to form an Amateur Athletic Union for China will therefore be held in Shanghai on Wednesday, June 1, 9 a.m., at the Chinese Y.M.C.A.

According to Art. V. 1 (a) of the proposed constitution the Board of Governors is to be composed of "At least one representative from each active member. Should any member be composed of more than ten units, it shall be allowed representation on the basis of (1) one representative for each ten units or fraction thereof." However, as the number of organisations that have expressed a desire to come into the proposed union as active members is small and as no separate clubs or institutions have as yet signified their willingness to join as associate members, the representation at the meeting to be held in Shanghai on Wednesday, June 1, would be too small if based on Art. V quoted above. The following is therefore urged:

1.—That all organisations such as the North China Federation, the East China Intercollegiate Association, and the Fokien Athletic Association send at least two accredited representatives to the meeting. The voting power of the official representations shall be according to Art. V supra., i.e. at least one vote for each group sending a representation, and should any group be composed of more than ten units, the voting to be on the basis of one vote for each ten units or fraction thereof.

2.—That all individual institutions, or clubs desiring to come in as associate members, (without power to vote for Board of Governors, etc.) have one or more representatives present at the meeting.

It is the consensus of opinion that there is great need of some such organisation as the proposed Amateur Athletic Union, not merely for the periodic selection and preparation of China Teams for Olympic Games, but also for standardisation in methods, clearer definition of amateurism and in general facilitation of Athletic administration throughout China. An organisation such as is proposed will be of immediate usefulness and will prevent many athletic difficulties and evils later on. There has been discussion in the past about the feasibility of an amateur union in China. We have now a preliminary constitution worked out with great care by your organising committee, and an unusually good opportunity to start with charter members and put through a definite organisation at the coming Far Eastern Games. It is earnestly hoped that there will be such an attendance at the meeting as to ensure the success of the project.

This letter is an open letter and attendance at the meeting will not be limited to those organisations or institutions to which the letter is being sent. All organisations or institutions intending to send delegates to the meeting are requested to notify the Secretary of the Organising Committee.

Faithfully yours,
William S. A. Pott
Sec. Organising Committee, C.A.A.U.
St. John's University
Shanghai

The following is the letter sent in June, 1920.

To the Athletic Organisations of China:

Last spring representatives of North, South, and East China who accompanied the Far Eastern Olympic team to Manila decided that the time was ripe for the organisation of a National Athletic Union and a committee was appointed to draft a tentative constitution and present it for consideration.

Copies of this were sent out to a large number of interested parties last August, and in November a meeting of delegates was called in Shanghai to revise and adopt this Constitution.

Two meetings were held attended in all by about 25 delegates representing athletic interests in the cities of Kirin, Mukden, Tientsin, Peking, Tsinanfu, Paotingfu, Taiyuanfu, Kaifengfu, Chengtu, Wuchang, Nanking, Seochow, Shanghai, Hangchow, Foochow,

(Continued on Page 2)

FOREIGN STRAIN IN CHINA PONY IS IMPORTANT

Arab Horses Brought In 1900 By Indian Contingent Made History

MORE CHANGES COMING

Recent Happenings In Siberia May Bolshevise Future Racing Mounts

(By Pari-Mutuel)

"Blessings be on the head of him who keeps a horse."

The China New Year festival was heralded locally in sporting circles by the Kiangwan China New Year Race Meeting. This heralding is most propitious to judge by the year's event card for 1921. The year 1921 will pass down to future generations as a most eventful one in the racing world of Shanghai as the culmination of negotiations leading to an amalgamation of interests between the Shanghai Race Club and the International Recreation Club.—An amalgamation of interests though unfortunately not an amalgamation of Clubs and membership. The clubs remain separate and membership remains separate.

The amalgamation of interests lies in the fact that at the end of the racing season of 1920 the Shanghai Race Club became a five-eighth partner in the Race Course at Kiangwan, belonging to the International Recreation Club. A great deal of the credit for this land mark in local racing history is due to Mr. T. N. Yih, the pioneer of racing among Chinese locally and to whom locally the sport of Kings from a Chinese standpoint owes a great debt.

The China New Year meeting at Kiangwan is being followed by meetings and extra-meetings both at Shanghai and Kiangwan in more or less rapid succession, at any rate in a succession not dreamed of ten years ago, or roughly at the time when the Kiangwan Course was inaugurated by Mr. T. N. Yih and his sporting friends. Between the two courses of Kiangwan and Shanghai racing has become one of the features of our lives and a function to which a considerable proportion of the commercial metropolis has become attached for good or evil. Maledictions be upon he who says that evil is attached to the "Sport of Kings" as conducted by our local amateurs and we are all, praised be the Saints, amateurs in China racing. That is to say, although we live, many of us for the sport of racing, none of us live out of or by the sport of racing. There is no place in the world where the "Sport of Kings" is carried on in more amateur lines or on more strict lines than in the racing community of China and particularly the racing community of Shanghai.

MR. JACKSON LEAVES

Another feature connected with local racing is the fact that Mr. W. S. Jackson's name is for the first time for nine years to be associated with the chairmanship of the Shanghai Race Club stewards, a position which he has adorned with conspicuous ability for that period. It is pleasing to remember that his last year of office saw the drawing together, in the interest of sport; of the two local racing clubs.

What are chairman? What are stewards? What are race course pioneers? If we leave out of reckoning the ponies, those wonderful results of that process of nature embodied in the term, "the survival of the fittest." Anyone who has himself been a survival of one or two winters in Mongolia and Siberia can well sympathise with that term "survival of the fittest." It is the fact that the ponies, which reach Shanghai in mobs to be sold for racing, paper hunting, brokers' van, or water cart, are the survival of the fittest that makes them so game and stimulates our interest when saddling bell sounds. What do any of us know of the gallant little animal or how he becomes the survival of the fittest or what he has sprung from. In fact how many would, if called upon at a moment's notice, be able to give a definition of "what is a pony?" The number would be still less who could accurately define "What is a China pony?" What we locally call China ponies are more accurately defined as Tartar ponies though they are by no means true Tartar.

WHAT IS A PONY?

Let us first fix in our minds what constitutes a pony, and here we are at once at a loss for a definition, that is, a definition that can with authority stand all tests. If we take the pony as a horse stunted in growth for generations—stunted in everything but heart—we have a good jumping off ground for a definition of a pony, which should then read as a miniature horse with stunted points and intensified bone formation. Even here we might

be inclined to slip up and so to speak put the cart before the horse or in other words it may be that the modern horse is the outcome of the early pony and not the modern pony the offspring of the early horse. Now if we examine any of the existing Hipparion (three hoofed horse) fossils of the Miocene age, we have something in form much closer to the common type of pony found throughout the East, than to the modern horse of Europe and the West: and these fossils stand 13 hands 3 inches to 14 hands.

Anyway we must start in with the idea that the terms pony and horse are synonymous in everything except size. Many thoroughbreds of today which are too small for racing purposes, find their way into the ranks of polo ponies and are classed as such; consequently size has become the dividing line between the so called pony and so called horse. If there is in other parts of the world a complete disagreement as to what is not a true pony, certainly here in China there is a far greater difficulty in arriving at agreement as to what is or is not a true China pony. Fifteen hands is now the limit laid down in the national pony stud book as the height of a pony.

WHERE THEY ARE BRED

It must be remembered that there are very few provinces in China where ponies are not bred and the ponies of each province differ from each other as much as if not more than the languages of those provinces. It therefore is impossible to lay down a rule as to what is a distinct type of China pony, except that he must be bred from the stock of the empire and bred by natives of the empire and be of a size commensurate with the accustomed standards.

The Yunnan pony is a China pony and so is the Szechuan pony a China pony but there is no racing man in any of the ports of China who would care to race these little animals, very useful for their own purpose, against even the most miserable stumers from Mongolia.

The racing world of China and the Far East has come to call the equine product of the Mongolian carboniferous limestone areas China ponies and though not definitively the correct name, it is as good as any other, for racing purposes, so long as we agree upon what constitutes the class. Now is this Tartar or China pony, from Mongolia, really the product of this country or not? No! no more than the modern race horse is distinctively the type of any one country in which he is born. There is of course, to a small extent, the strain of the indigenous stock.

FOREIGN BLOOD COMES

From the very earliest times, of which we have historic record, foreign blood seems to have been again and again introduced into the roving studs that wandered over the roling plains of Mongolia.

This foreign blood may be distinctively traced to a more or less degree in the China race pony as configured in the photos adorning the Shanghai and other Race clubs in China. The Barb, Turkoman (or Turquans) and Arab type in a modified form can be distinctly seen not only in the form but the action and peculiar characteristics of our present day race ponies. Were observation not sufficient to convince us of the presence of these strains, then history comes to aid our convictions.

From Williams we gather "the *horse* is not much larger than the Shetland pony; it is bony and strong but kept with little care and presents the worst possible appearance in its usual condition of untrimmed coat and main, bedraggled fetlocks and twisted tail. The Chinese languages possesses a great variety of terms to designate the horse; the difference of age, sex, color and disposition, all being denoted by particular characters. Piebald and mottled, white and bay *horses* are common, but the improvement of this noble animal is neglected and he looks sorry enough compared with the coursers of India. He is principally used for carrying the posts or for military services. He is hardy, feeds on coarse food and admirably serves his owner.

PONIES A TRIBUTE

In the days of the great Khan or Mongol rule it was customary for the petty rulers of the various states over which the ruling Khan held sway, to send presents of thousands of horses to the said Khan and as they held sway from the Yellow Sea to the Levant and even to Moscow, there was no deficiency of territory from which to draw the various breeds.

From the very earliest times trade was carried on under a system of barter between the peoples of Persia and Arabia and the peoples of China, the Chinese merchants bartering their furs, hides, products and manufactures for cattle and horses of Arabia and Persia.

On the great land routes the Tartars and Chinese conducted a vast camel caravan trade with the Middle East and thus tapped the great horse or pony breeding areas of Turkestan. Thus it will be seen that China had not only the peacable paths of trade, whereby to acquire the means of maintaining and improving her horse breeding in those early days but she had the methods of compulsion or levy in the form of forced presents exercised by the great Khans, who imposed their will upon the peoples of the vast areas they conquered.

In the days of the Khans, just as today, the principal industry of

INDOOR SPORTS By Tad

BIG DANCE VIGILANT FIRE HALL GREAT SCOTT
Y'KNOW AHM A SURE NUF FAHMAN AH BELONGED TO THE REG'LAR PAID FAHR DEPAHTMENT OF LERINGTON KENTUCKY— IT WAS ME THAT WAS THE SURE NUF HERO OF THAT HOTEL FAHR
HOT DOG!! PETE AINT PEEPED YET— HE'S LISTENIN' — WAIT TILL HIS TURN COMES— HOT DOG
PETES SAFE 'LONG AS HE'S GOT HIS PIPE IN HIS KISSER —
THE BURNIN' O' ROME WONT BE NUTHIN TO THE FIRES HE'LL TELL THAT NEW GUY ABOUT— HE'S JEST LISTENED ABOUT LONG NUF NOW —
HE'S A GOUD LIAR BUT WAIT TILL PETE STARTS
THAT NEW FIREMAN WILL QUIT HE THINKS!
THE WINDY GUY WINS THE FLANNEL EXTENSION LADDER
INDOOR SPORTS
WAITING FOR THE FIREWORKS AS THE NEW VOLUNTEER FIREMAN BUTTONHOLES THE CHAMP LIAR OF THE VILLAGE TO TALK ABOUT BIG FIRES

Mongolia was horse and cattle raising.

No process of selection, with regard to either animal was indulged in. The only improvement in breed that was possible accordingly was through the introduction of this new blood from Arabia, Persia, Turkestan and Russia. As the introduction on the most systematic and vastest scale was through the campaigns of the military and the fruits of those campaigns and to the military three essentials were necessary, namely, speed weight carrying ability and endurance upon meager sustenance, care was taken in the selection of these levies in order to maintain these standards. Consequently it is not surprising that we read so frequently, in the record of the travels of Marco Polo, of reference to a breed of great horses and to the vast numbers of horses appearing at ceremonies, hunting expeditions and military expeditions.

TARTARS ARE HORSEMEN

The Tartars have been and are a nation of horsemen, but their successors to power in China were not endowed with the same instincts. Consequently from those days to the present day, there has been ample time for the horse or pony of China and Mongolia to deteriorate. There can be no question about the deterioration in many districts of Mongolia, though we may still find occasional throws-back to the original Arab, Turquan and Persian Arab, which fully justify the abundant praise heaped upon them by Marco Polo.

Even the casual observer must have been struck with the strength, endurance, easy paces and intelligence of these Tartarised Arabs; with their capacity for work under conditions which would speedily prove disastrous to horses reared under less natural conditions and this is mainly attributable to the conditions under which they have to fossic for food, tending towards a survival of the fittest in the struggle for life. This having gone on for centuries has resulted in the marvellous weight carrying stayers with which we race, hunt and play polo in the Twentieth Century.

PONIES OF THE KHANS

If we wish to trace predominating stock characteristics in the breed of ponies, with which we have to deal, we must look to the structures which count most in the struggle for existence, as these have been most faithfully transmitted, doubtless due to the fact that they have been most thoroughly burned in. The hoof of the Tartar pony strongly resembles the Turquan or Turkoman Arab while the head and particularly muzzle is indicative of the long hunger enduring Persian Arab. In the class with which we deal in the racing world of China there is not a single trace of the characteristics of the ponies of Yunnan, Szechuan or Kansu provinces, these latter curiously enough contradicting the laws of nature, in being more stunted and irregular in shape than those raised in the colder regions of the North.

It cannot be emphasised too much that the Tartar, Mongolian or Siberian pony with which we race, is mainly the result of the crossing, into the sturdy but diminutive Mongol stock, of horses introduced from the Middle East during the domination of Asia and Eastern Europe by the Mongol Khans.

From all available data relating to these times the animals introduced were in color whites, greys, and chestnuts and records point to the Kataghan breed, from the white starred chestnut line of "Bucephalus," reaching China in the days of the Great Khan, and being used to improve the breed. Not only this but the Tartar horse breeders, from Mongolia, are reported to have brought their mares to a starred chestnut descendant of the great "Bucephalus" which was kept in a cave in the region of Badokhshan.

The progeny of this famous stallion produced a famous breed of ponies greatly sought by the famous Khans and used by them in hunting.

LATTER-DAY HISTORY

Coming down to the history of our own times, we find that in the wars of the sixties of the last century, horses arrived in China from India with the punitive forces. Many of these were stallions and ultimately found their way to the pony breeding districts of Mongolia. As the horses and ponies of India are strongly impregnated with Arab and Persian blood we have here a help in keeping up the strain in China.

Later we find that during the Boxer campaign which most present day racers remember many Arab and Indian bred stallions and mares came with the British expeditionary force. The French, German and Italians were also responsible for bringing stallions and mares amongst the horses of their cavalry but there was more of the Barb and Andalusian than Arab strain in these animals than those of the British troops. On the punitive armies leaving the country many of these stallions and mares remained behind and Sir Purtab Singh presented Arab and Indian country bred stallions and mares to that progressive Mongol prince called Hara Chig Wang with whom he had become friends.

Still later, but by only a few years, the end of the Russo-Japanese war saw wounded and war-weary Russian stallions leaving the Chinese Eastern railway at Chalinor, under the care of Mongols, making their way westward to the plains of Mongolia, to there leave their progeny and stamp their characteristics for good or ill upon the equine products of Mongolia reaching us today. There can be no doubt in the mind of the observer that the Tartar pony, which we please to call China pony, has undergone a great change during the last quarter century as a result of the infiltration of this blood from foreign sources. We can see it continuously before us in size, shape and increased docility and sometimes unfortunately in the inherited cunningness of the blood horse.

THE ARAB STRAIN

However, the most marked feature of this modern infiltration has been in a beneficial direction, that is, the stout heart of the Arab strain brought by the Indian contingent in 1900. Within the last ten years it is very easy for us to think back on various ponies we have been racing, which have in action and disposition, shown their Arab ancestry dominating their Tartar parentage. We have therefore got to recognise the fact that there is an ineradicable foreign strain in what we are pleased to call the China pony and in not many years to come we must be prepared to see a further and still greater infiltration of foreign horse blood as a result of recent happenings in Russia and Siberia, where many thoroughbred studs have become dispersed and various sires and dams of these studs have already found their way into the new dominion and Mongolia and many mobs of Mongol ponies have been commandeered by unruly hordes from Siberia.

Let us hope that any infiltration from Russia will not Bolshevise the disposition of the China pony or in any way diminish his stout heart or weight carrying capacity. Of this weight carrying and weight hauling capacity the explorer Shackleton speaks most flatteringly in his book "The Heart of the Antarctic." Should we compare the weights carried by the ordinary China race pony with those carried by the thoroughbred racing machine flattery is entirely in favor of the monarch of the turf, sprung from humble Tartar origin, and modified by an Arab strain.

WEIGHTS COMPARED

From "Stonehenge" on British Rural Sports we can quote the following weights for thoroughbreds racing approximately age for age with the China pony that is five years, six years and that nondescript number of years known as "aged."

Distance	April lbs.	May lbs.	June lbs.
Half Mile ..	121	120	119½
Three Quarter Mile	125	124	123½
One Mile ...	127	126	125½
Two Miles ..	131½	131	129½
Distance	Sept. lbs.	Oct. lbs.	Nov. lbs.
Half Mile ..	119	119	119
Three Quarter Mile	122	121	120
One Mile ...	123½	123	122
Two Miles ..	127½	125	124

We wonder the visitors to our shores at race time are heard to make remarks which seem very amusing to us who know the China pony and his prowess but the above weights are worthy of thought.

"Whosoever keeps and trains a horse for the cause of Allah is counted among those who give alms day and night; publicly or in secret he shall have his reward. All his sins shall be forgiven him and never shall dishonor his heart."

This laudation of the horse evidently does not apply to the China pony which is described by a well known local rider as "an animal dangerous at both ends and damned uncomfortable in the middle."

Athletic Union To Represent All China To Be Formed Soon

(Continued from Page 1)

Amoy, Canton, Hongkong and Yunnanfu.

These delegates discussed the constitution in detail, and finally adopted it in the form printed below. They then appointed an organising committee of five to circulate the constitution among the athletic organisations of the country, to receive applications for charter membership, and when a sufficiently large number have applied to make the Union sure of success, to issue a call for a regular meeting of the Board of Governors who shall adopt by-laws, elect officers, appoint committees, and formally launch the Union.

Will you please bring this matter before your governing body, and, in case you are willing to join, send an official notification to the secretary of the organising committee.

(Signed) Organising Committee of the China Amateur Athletic Union.
R. W. Clack, Paotingfu (Chairman).
R. D. Smart, Soochow.
C. G. Hoh, Shanghai.
W. S. A. Pott, Shanghai (Secretary).
P. M. Jee, Tientsin.

American Company April Competition

The American Company April Spoon Competition took place Friday. The conditions were: Lee Enfield rifles, second class figure targets, range—400 yards, one sighter and ten scoring shots. H.P.S. 40. Although the weather conditions were unfavorable the attendance was good.

Herewith the 10 highest scores.

Lieutenant	Olsen	29 x1
Corporal	Sauer	28
,,	Green	26
,,	Brawley	24
,,	Roberts	23
Private	Neal	22
,,	Rogers	18 x3
,,	Jenkins	17 x2
,,	Kissel	16
Corporal	Lambert	14

x1. "A1" Class Spoon.
x2. "A" Class Spoon.
x3. "C" Class Spoon.

W. Va. Football Star Killed

Charleston, W. Va., March 3.—According to information reaching here William F. ("Bill") Johnson, star tackle on the West Virginia University football team last season, was shot and killed last night at his home in Welch, this state. Johnson had been serving as special officer in the southern West Virginia coal strike district.

HENRY
THE TAILOR
"Clothes that Fit"
All measurements taken by Experienced Hands.
EXPERIENCED MEN
Who have learned the tailoring business in Europe and America are at your service to give you the best CUT STYLE and FIT.
"ONCE YOU COME YOU'LL ALWAYS COME"
OFFICE HOURS
WEEK DAYS
11 a.m.-1 p.m. and 4-7 p.m.
CLOSED SUNDAYS
7-8 Seward Road

MARTIN'S APIOL & STEEL PILLS for Ladies
A French Remedy for all Irregularities. That Ladies keep a box of Martin's Pills in the house as thus the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. In all Chemists and Stores or post free 5/- from MARTIN Chemist SOUTHAMPTON ENG.

Refracting and Manufacturing Optician
Dr. John Goddard
Toric Lenses
Invisible Bifocals
Sun Glasses in Various Shades
W. T. Findley, M. D.
36 Nanking Road, Tel. 1928

TEACH YOUR DOLLARS TO HAVE MORE CENTS
"THE STORE OF QUALITY"
SPECIAL REDUCTION FOR THE NEXT 10 DAYS OF FARLEY'S AMERICAN CANDIES.
SQUIRES, BINGHAM COMPANY
17A NANKING ROAD

SAMSUN and TREBIZOND

TREBIZOND — a city on the southern shore of the Black Sea, is the capital of the Turkish Vilayet or Province of Trebizond.
From about 1200 A.D. to 1450 A.D. it was the capital of the Empire founded by ALEXIUS COMNENUS.
This Imperial family were renowned for their beauty, the princesses of his race being sought as Brides by Byzantine Emperors, by Western nobles, and by Mohammedan princes.

SAMSUN — is a thriving seaport of the Trebizond Vilayet, and is one of the chief sources of Turkish tobacco, a whole variety of which is known as "Samsun."

This "Samsun" together with "Smyrna" leaf are the two varieties composing the fragrant

"TURKISH A. A." Cigarettes

The "double A" reminds the smoker not only of these two varieties of Ottoman leaf, but also the genuine and excellent quality of the cigarette itself.

Westminster "TURKISH A. A." Brand
is the most economical Turkish cigarette on the market today.
Oval in shape,
plain or cork-tipped,
sold in 10's, 50's, and 100's
REALLY WORTH BUYING.
Westminster Tobacco Co. Ltd. London.

DO NOT

Comic Picture Section

Sunday, April, 3rd 1921

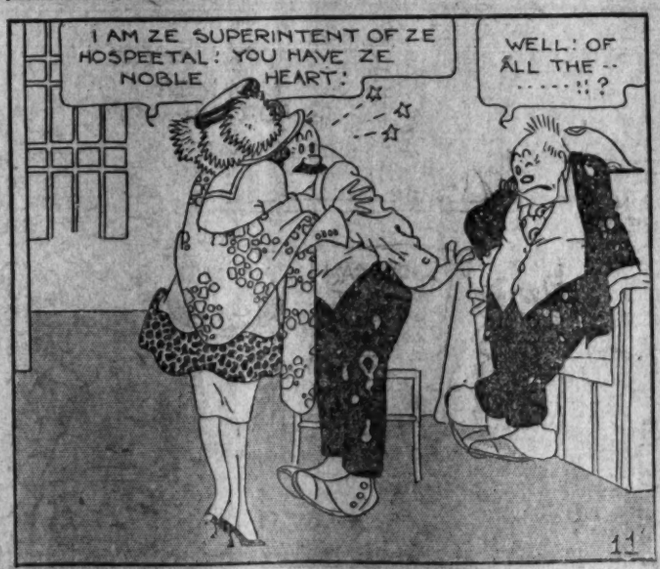
Bringing Up Father

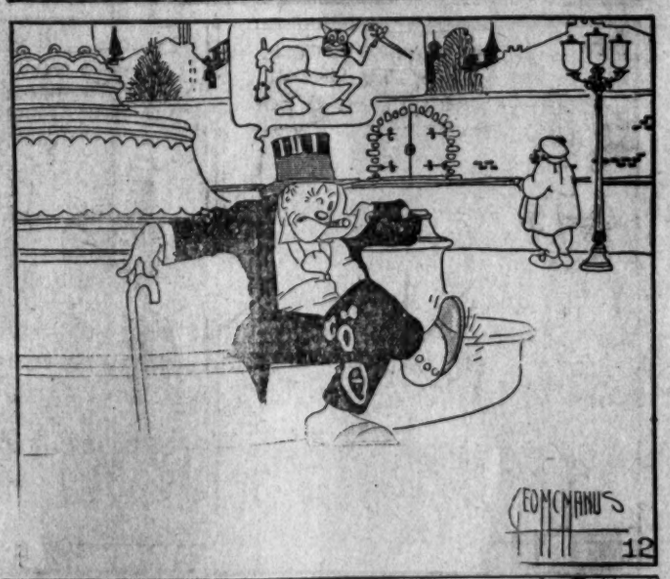
YOU GUYS ARE GOIN' RIGHT BACK TO THE HOSPITAL!
AH! BUT NOT BEFORE WE HAVE ALL GIVEN YOU ZE SALUTE!
WE WILL NEVER FORGET ZE MEESTAIRE JEEGS!
4

YOU BIG IDIOT - DON'T YOU KNOW IT'S THE CUSTOM OF THE COUNTRY? JUST FOR THAT YOU GO RIGHT OVER TO THE HOSPITAL AND GIVE THEM $5000 MORE!
ALL RIGHT - BUT THEY'LL HAVE TO CUT OUT THAT KISSIN GAME!
6

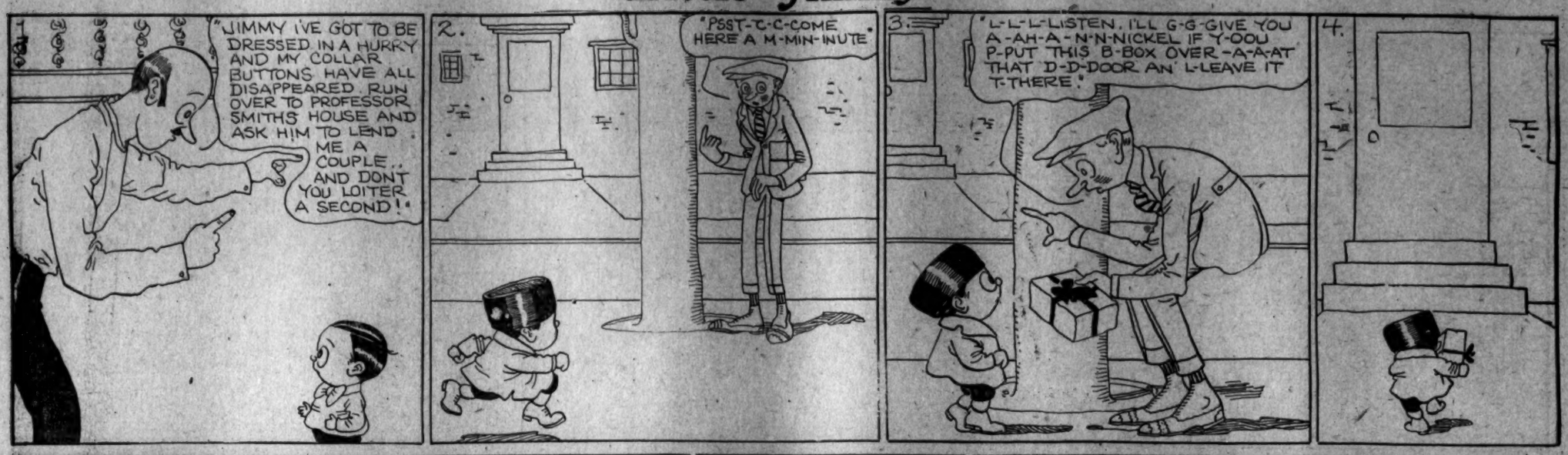
THERE'S $5000 MORE - BUT IT'S FROM DINTY MOORE HE'S STOPPIN' AT THE HOTEL DE LA BOLA!
I'LL SEND ONE OF THE COMMITTEE RIGHT OVER TO THANK HIM -
7

ZE SUPERINTENDENT OF ZE HOSPITAL HAVE CAME TO SEE MONSIEUR DINTY MOORE
SHOW 'EM IN!
WHAT ARE YOU LAUGHIN' AT?
OH! I'M JUST THINKIN'.
9





Little Jimmy


"JIMMY I'VE GOT TO BE DRESSED IN A HURRY AND MY COLLAR BUTTONS HAVE ALL DISAPPEARED. RUN OVER TO PROFESSOR SMITHS HOUSE AND ASK HIM TO LEND ME A COUPLE.. AND DONT YOU LOITER A SECOND!"
2.
"PSST-C-C-COME HERE A M-MIN-INUTE"
3.
"L-L-L-LISTEN, I'LL G-G-GIVE YOU A-AH-A-N-N-NICKEL IF Y-OOU P-PUT THIS B-BOX OVER-A-A-AT THAT D-D-DOOR AN' L-LEAVE IT T-THERE."
4.

5.
"HULLO WHAT MAY THIS BE?"
"I WAS TO LEAVE IT IN FRONT OF THIS DOOR."
6."LET US CAREFULLY INVESTIGATE ITS CONTENTS"
7."BLESS ME. IT SEEMS TO BE CANDY. CHOCOLATE IF IM NOT MISTAKEN. WHAT A REALLY PLEASANT SURPRISE."
8."WONT YOU JOIN ME IN ITS DISPOSAL?"
"YES SIR!"
9."IT IS VERY PALATABLE LET US CONTINUE."
"YES SIR!"

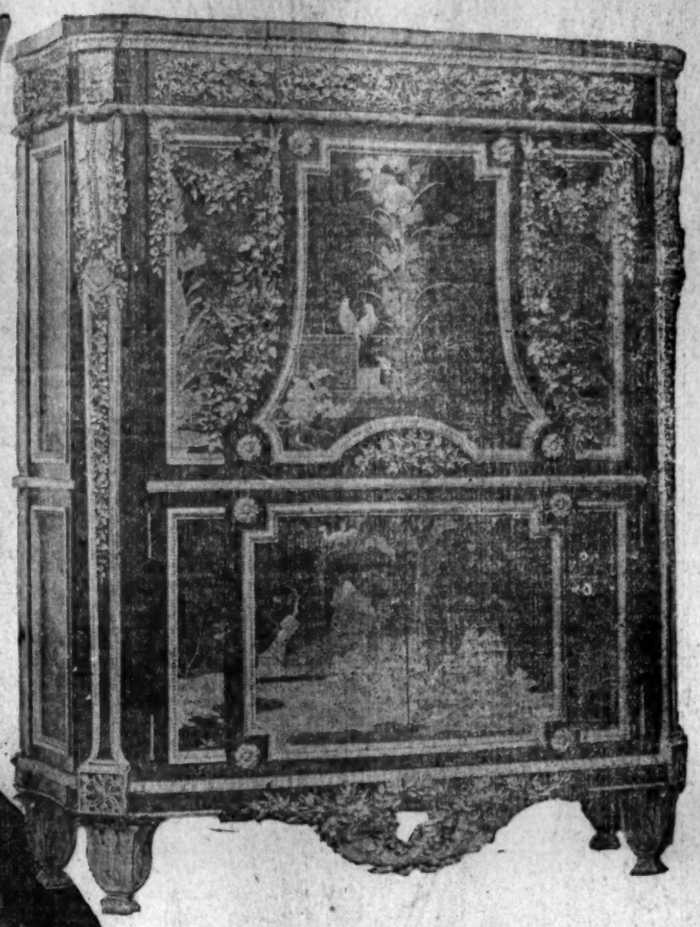
10."AT TIMES THE CAT FAMILY (FELIX URSUS) WILL PARTAKE OF SWEETS"
11."AH. HERE IS LITTLE "SNIPPER" DEMANDING HIS SHARE."
12."AH. HERE'S A NICE YOUNG GENTLEMAN. WONT YOU JOIN ME IN ACCEPTING A PORTION OF THIS GIFT WHICH I HAVE JUST RECEIVED?"
"G-GUG -G-GG- GLUG."
13."HOW FORTUNATE. YOU MUST COME WITH ME TO MY HOUSE SO I MAY SHOW MY FAMILY WHAT A FINE THOUGHTFUL YOUNG FRIEND I HAVE."
"HE'S THE FELLER THAT GIVE IT TO YOU!"
"J-JU-J-JUG-J-J."

14.
"HOW WAS LITTLE JIMMY TO KNOW WHO IT WAS FOR?
15.
"IT WAS WRITTEN VERY PLAINLY ON THE BOX "FOR SWEET HELEN""
"BUT I DIDN'T SEE IT."
"Y-Y-Y-Y-YE-YES. I M-M-M-MEANT 'EM FOR H-H-HER."
"HOW CAN YOU GET AS RED AS THAT?"
"WHY. MISTER HOBBS HOW PERFECTLY ADORABLE OF YOU!"
16.
"AH. NEIGHBOR. WONT YOU HAVE A PIECE OF THIS CONFECTION? ER-OUR FAMILY HAS JUST RECEIVED IT AS A PRESENT."
"THANKS-NO-ALL I'D LIKE WOULD BE MY SON JAMES AND A COUPLE OF COLLAR BUTTONS"
SWINNERTON

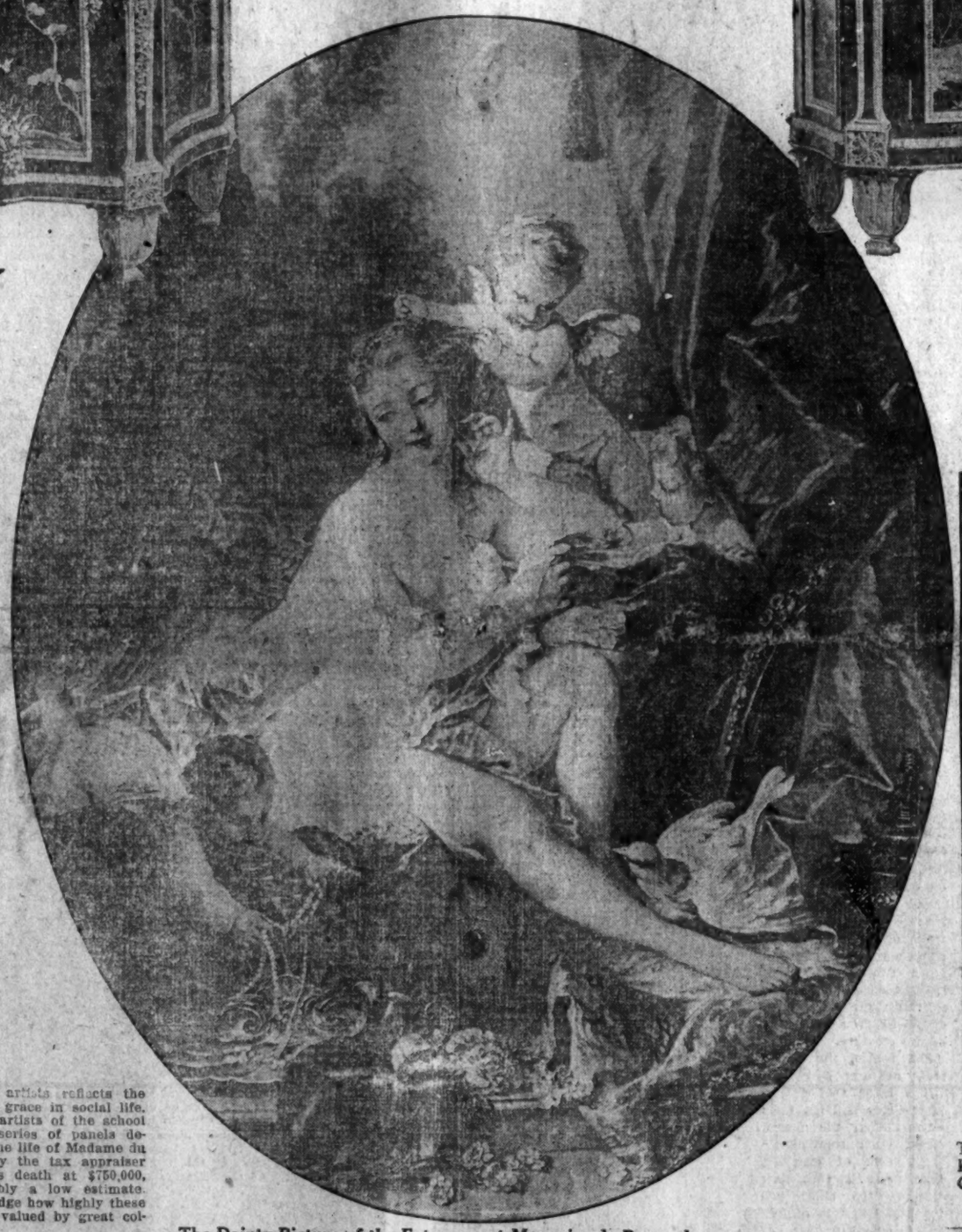
Mr. Vanderbilt's Gift of Treasures Loved By Tragic Queens and Royal Favorites

The Portrait of Wicked, Extravagant Madame de Pompadour at Her Bath—the Furniture Poor Queen Marie Antoinette Mourned Over—the Picture of Hapless Queen Anne Boleyn's Truest Friend

A Sideboard Made to Contain Food and Other Articles, Another Priceless Piece of Furniture Belonging to Unhappy Queen Marie Antoinette



Beautiful "Secretaire," or Desk, Which Belonged to Poor Queen Marie Antoinette, and On Which She Wrote Her Intimate Letters When She Retired to the Petit Trianon Palace. The Writing Desk Is Visible When the Upper and Lower Panels Are Opened.



The Dainty Picture of the Extravagant Marquise de Pompadour, Favorite of Louis XV., Showing Her at Her Bath, and Painted for Her Bathroom by Francois Boucher.

Thomas Gainsborough's Portrait of Mrs. Grace Elliott, Who Was the Friend of the Duke of Orleans, and Had Amazing Adventures During the French Revolution.

Holbein's Splendid Portrait of Lady Guildford, Wife of King Henry VIII.'s Master of the Horse and Friend of Hapless Queen Anne Boleyn.

THE most notable recent addition to the New York Metropolitan Museum of Art is the late W. K. Vanderbilt's bequest of ten historic old masters and of pieces of furniture that belonged to Queen Marie Antoinette.

To indicate how important is this bequest it is only necessary to say that it includes a great Rembrandt, an equally fine Holbein, an unsurpassed portrait of the gay Madame de Pompadour and an exceptionally interesting picture by the English master, Thomas Gainsborough.

Apart from their great artistic qualities and their great money value, the pictures in the Vanderbilt collection have an exceptional historical interest. It would be difficult to find a small collection which recalls so many romantic, dramatic and tragic episodes of the past.

These paintings speak to us of tragic queens, of lovely frail favorites, of bold adventuresses, of wily courtiers, of all the luxury, intrigue and wickedness of court life in the olden days.

Here is the very desk—the secretaire—on which poor Queen Marie Antoinette probably penned her innocent love letters to the gallant Comte de Fersen, the one devoted and unselfish friend she found at the heartless French court, the man who made the desperate and almost successful attempt to save her life. Here is the beautiful "commode," the ancient sideboard, which formed part of the furniture at the Petit Trianon. It was here that the unhappy Queen led the simple and retired life which, strange to say, increased her unpopularity and was one of the factors that led to her downfall and execution.

Another phase of French court life is vividly suggested by the beautiful picture in this collection of Madame de Pompadour as Venus. It was the extravagance and recklessness of this charmer that nearly ruined King Louis XV. and France and caused the suffering and discontent that in the next generation conduced to the ruin of poor, weak Louis XVI. and his Queen Marie Antoinette. How wonderfully this picture speaks of extravagance without vulgarity, of grace without heart, and of all the sensuous fascination of French eighteenth century life!

Then there is a remarkable picture of a dashing Englishwoman who was a "friend" of the sinister Duke of Orleans during the French Revolution and went through an extraordinary series of adventures in that epoch.

Still another dramatic historic period is recalled by the Holbein painting, which brings to mind the sanguinary reign of King Henry VIII., the tragedy of poor Queen Anne Boleyn and the lives of five other unhappy Queens. Every piece in the collection, in fact, is intimately associated with some fascinating historic event or period.

The Vanderbilt gifts have been placed in a room by themselves for the present in order that they may be seen together for a time before they are dispersed to their various logical positions in the museum.

Many persons will find the picture entitled "The Toilet of Venus," by Francois Boucher, the most interesting work in the collection. This is really a portrait of the fascinating Madame de Pompadour, the principal favorite of King Louis XV., who was so justly termed "the well beloved."

The picture represents Madame de Pompadour taking a bath, and was hung in her own bathroom. She is in a pose appropriate to one taking a bath, but there are some imaginative additions that one would not find even in the most luxurious of bathrooms. The fair bather is surrounded by flying cupids, who whisper pretty messages into her ear and lay pearl necklaces and other treasures at her feet.

It was a pretty idea of Madame de Pompadour that her friends when visiting her bathroom should know how she looked when she was there. The picture was painted when she was at the height of her charm and power. Her influence over the French King was so great that Frederick the Great, who was annoyed by her interference in state affairs, called her "Petticoat I."

When she was ill and losing her beauty the King abandoned her and showed not the least concern when told that she was dead. Her end, however, was not as tragic as that of Madame du Barry.

"The 'Toilet of Venus,'" says an authoritative commentator, "shows Boucher at his best, elaborately sumptuous and free from vulgarity."

After Madame de Pompadour's death the picture passed to her brother, the Marquis de Marigny, and then belonged successively to several collections. It was last sold in 1885 with the Comte de la Beraudiere's collection, from which Mr. Vanderbilt acquired it. At that time its price was $26,500, and since then works of this school and class have risen four or five times in value.

Boucher is one of the most admired painters of French court life of the eighteenth century. The work of these artists reflects the height of charm and grace in social life. One of the greatest artists of the school is Fragonard. His series of panels depicting incidents of the life of Madame du Barry was valued by the tax appraiser after J. P. Morgan's death at $750,000, which was presumably a low estimate. From this one can judge how highly these charming works are valued by great collectors.

One of the most important pictures in the Vanderbilt gift is "The Noble Slav," by Rembrandt. It bears the signature of the master and the date 1632. Experts state that this is one of the greatest of Rembrandt's earlier pictures. When it is remembered that Benjamin Altman paid $750,000 and $500,000 for single fine examples of Rembrandt's works, some idea may be formed of their value.

The Vanderbilt Rembrandt shows a dignified man of middle age wearing a turban and rich robes. On his breast is a gold badge, presumably that of an order of knighthood. There has always been some uncertainty as to who was the original of this portrait. It is generally believed to be that of a Polish nobleman, although some critics have argued that it shows a resemblance to Rembrandt's father.

This masterpiece was at one time in the possession of King William II. of Holland.

A picture of great human interest in the Vanderbilt bequest is the portrait of Mrs. Grace Dalrymple Elliott, by Thomas Gainsborough. The model is a very tall, gracefully formed woman with a rather wild and masculine-looking face. She was known in the days of her fame as "Long Doll." She was married in her teens to Dr. John Elliott, a distinguished physician, but finding life with him rather quiet, she eloped and went to France, where she had many adventures.

She returned to England for a time, attracted the attention of the Prince of Wales and gave birth to a daughter named Georgianna Elliott, who in time became the wife of Lord Charles Bentinck.

Mrs. Elliott moved to Paris again and became the friend of the Duke of Orleans, the cousin of King Louis XVI., who was known as "Philippe Egalite" during the Revolution and voted for his King's execution.

The Duke's treachery, as we all know, did not save him from the guillotine, and after his execution his fair English friend had some difficulty in escaping with her life from the revolutionists. She got away to England disguised as a sailor. The story of her adventures during the French Revolution was published in 1859. Her portrait was acquired by Mr. Vanderbilt from the collection of the Marquis of Cholmondeley.

Another fine picture of the English eighteenth century school in the Vanderbilt bequest is the portrait of Colonel George Coussmaker of the Grenadier Guards, by Sir Joshua Reynolds.

The most ancient picture in this bequest is the portrait of Lady Guildford, painted by Hans Holbein in 1527. Its ancient character is indicated by the fact that it is painted on wood. The companion of this picture, a portrait of Lord Guildford, King Henry VIII.'s Master of the Horse and Comptroller of the Royal Household, hangs in Windsor Castle. Lord and Lady Guildford were prominent in the affairs of the six times married King, and many of the family were beheaded for criticizing his matrimonial plans.

The two pieces of furniture in the Vanderbilt collection are of exceptional historical interest. They came from the Petit Trianon, the little palace at Versailles where poor Queen Marie Antoinette played at being a farmer's wife and thereby excited criticism among her court and people.

One piece is a commode, a kind of sidetable. It has a black marble top and three drawers and is 3 feet ¾ inch in height and 4 feet 8½ inches in width. The other piece is a "secretaire," containing a desk and a series of compartments and drawers.

Both pieces are of ebony, decorated with panels of black and gold lacquer and elaborately ornamented with gilt bronze mounts of floral garlands, wreaths and horns of plenty. They are remarkably sumptuous examples of French eighteenth century furniture.

The remaining pictures in the bequest are "A Scene in a Courtyard," by Pieter de Hooch; "View on the Maas," by Cuyp; "Entrance to a Dutch Port," by Willem Van de Velde; "The Broken Eggs," by Jean Baptiste Greuze, and "Head of Danae," by Greuze.

The value of the collection has been estimated by a connoisseur at $1,300,000.

It is, of course, impossible to place an exact valuation on such works until they are sold, as the prices paid depend on what wealthy collectors are willing to pay for them at a certain time. J. Pierpont Morgan, Benjamin Altman and Henry C. Frick have paid the highest prices recorded for old masters in recent years. It may be that there is nobody at the present moment who will give such sums as these men, and yet it is highly probable that even their bids will be exceeded. The objects in the present collection were bought by Mr. Vanderbilt about thirty years ago and most of them have since then risen many times in value, according to the standards of recent sales.

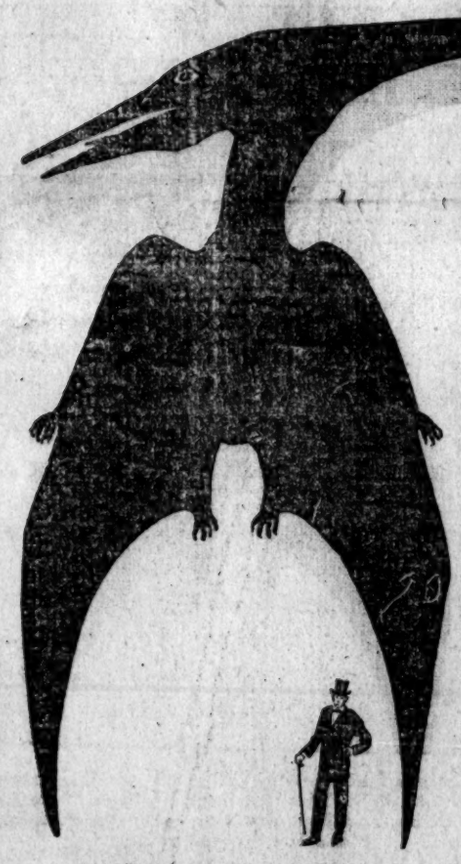
"I tied myself strongly to one of the legs of the bird with my turban in hopes that the roc next morning would carry me with her out of this desert island. After having passed the night in this condition the bird flew away as soon as it was daylight and carried me so high that I could not discern the earth."

Did Sinbad-the-Sailor Really See a "Roc"?

Quite Likely; for Science Has Found the Bones of a Huge Bird That Might Easily Have Taken the Arabian Nights Hero Out of the Valley of Diamonds.

which was as big as the trunk of a tree. I tied myself strongly to it with my turban, in hopes that the roc next morning would carry me with her out of this desert island.

"After having passed the night in this condition, the bird flew away as soon as it was daylight, and carried me so high that I could not discern the earth; she afterward descended with so much rapidity that I lost my senses. But when I found myself on the ground, I speedily untied the knot and had scarcely done so when the roc, having taken up a serpent of great length in her bill, flew away."



Curious Bat-like Prehistoric Bird, Whose Skeleton Was Found Recently in Kansas, as Compared with a Man.

OF all the adventures of Sinbad the Sailor in the Arabian Nights, perhaps nothing appeals more strongly to the imagination than the story of "The Valley of Diamonds." The reader will remember that Sinbad had been casually left behind by his shipmates on a desert island because he happened to take a nap in the peaceful solitude of the place. Waking up he saw with dismay that the ship had departed. As he paced his desert prison he came across an enormous white egg, and before long the mother bird that laid that egg came back to the nest.

"The sun was about to set," Sinbad says, "and all of a sudden the sky became dark as if it had been covered with a thick cloud. I was much astonished at this sudden darkness, but much more when I found it occasioned by a bird of monstrous size, that came flying toward me. I remembered that I had often heard mariners speak of a miraculous bird called a roc, and conceived that the great dome which I so much admired must be its egg.

"In a short time the bird alighted, and sat over its egg. As I perceived her coming I crept close to the egg, so that I had before me one of the legs of the bird, which was as big as the trunk of a tree. I tied myself strongly to it with my turban, in hopes that the roc next morning would carry me with her out of this desert island.

"After having passed the night in this condition, the bird flew away as soon as it was daylight, and carried me so high that I could not discern the earth; she afterward descended with so much rapidity that I lost my senses. But when I found myself on the ground, I speedily untied the knot and had scarcely done so when the roc, having taken up a serpent of great length in her bill, flew away."

But if Sinbad had escaped from his desert island he was in an even worse predicament, because he found that the roc had deposited him in the depths of a walled valley whose precipitous sides reached up into the sky. Sinbad was interested to find that the floor of the valley was carpeted with diamonds and endless bushels of enormous precious stones of priceless value. While Sinbad stuffed his pockets and turban with as many jewels as he could carry he found himself hopelessly imprisoned within the walls of the valley. But again a huge bird swooped down from the dizzy heights above and again Sinbad made his escape, suspended from the talons of the creature.

Did Sinbad the Sailor really see a roc?

The legends of prehistoric times and the tales of mythology are always based upon something—what sort of creature, then, was it that flew through the skies and inspired this tale of Sinbad in ages long gone by? Recent scientific discoveries in various parts of the earth make it quite plain that birds did fly in times gone by which were big enough to lift a man into the skies without difficulty.

It is a well known fact that in these modern times an eagle with a five-foot spread of wings can lift a ten-pound lamb or fowl. It is a pretty well recognized rule that a bird can lift one-half more than its weight. Many of the huge birds of ancient times had a bulk of many hundreds of pounds, and some of them had a spread of wings which would cover a trolley car.

The oldest and biggest of these flying creatures, of course, date back to a period long before human beings were on the earth. They might not so easily rise into the air nowadays. The air in those days was a good deal denser, heavier than today. This is borne out by the luxuriant plant life of the carboniferous age, when these creatures flourished. The dense atmosphere of that period made flight much easier.

Still another and rather fanciful thing that has been suggested is that the moon in olden time formed a ring around the earth, like Saturn's rings, and that the pull of gravitation downward to the earth's centre was lessened by the pull upward of the ring. This, of course, would also make flight easier.

From the prehistoric days of the giant "Pterodactyls" up to such big birds as the modern ostrich, which still remain in existence, there have been endless sizes and varieties of birds that could not fly at all.

The Stretch of Wings of the Ancient American Pteranodon as Compared With a Trolley Car.

Thus, science knows that there once lived in our own Rocky Mountains a giant parrot, with a massive beak and a raucous voice which might have resounded like a megaphone for miles about through the ancient marshes of prehistoric America. Whether the huge parrot of our Western States fed on fresh water mussels, using its massive beak to crush the shells, or, like ordinary modern parrots, subsisted on fruits, nobody knows.

Suffice it to say that the bird stood seven feet tall and that its huge head was two and a half feet long. Of this much there is no question, for the Museum of Natural History in New York has one nearly complete skeleton, and fragments of others, including skulls, have been dug up.

Perhaps three million years have elapsed since this mighty American fowl trod the earth. But the species does not seem to have been by any means restricted to the Rocky Mountain region. It doubtless ranged over most of the area now comprised within the limits of the United States; for—although its parrot-like character has been made known only by recent discovery of skulls, etc.—fragments of a foot were found by Prof. E. D. Cope in northern New Mexico as long ago as 1875, and a single toe-bone turned up later on in New Jersey. These foot-bones have been regarded as of fascinating interest, and science for many years has looked forward hopefully to the possibility of coming across a skeleton of the most remarkable feathered creature that ever was hatched from an egg on the North American continent.

The dream came true when, a short time ago, William Stein, a fossil-hunter in the employ of the Museum of Natural History, while searching a previously unexplored section of the Big Horn Basin, in northwest Wyoming, came upon a nearly complete skeleton of the colossal parrot embedded in soft bluish shale.

It is supposed that the locality was anciently a marsh, muddy and flooded with water. This particular specimen, wading about in pursuit of mollusks for food, may have got stuck in the mud, and so died. Eventually the mud hardened into shale rock, preserving its bones. Parts of both leg-bones were found exposed at the surface.

This giant parrot—the scientists prefer to call it parrot-like—was massively built, with leg-bones as large in diameter as the thigh-bones of a man, and feet of formidable size and strength. Undoubtedly the latter were equipped with powerful claws, which it may have used for digging mussels out of the mud.

It possessed, however, no wings that were of any account for flying. Indeed, it could not fly at all, and its wings were so small as to be of little help in running.

But presumably it had few enemies to fear, so dangerously was it armed with beak and claw. A bird bigger than a man, and stronger—for, to match its skeletal structure, its muscular development must have been phenomenal—might well, with such an equipment, put up a tremendous fight.

Although so mighty, the giant parrot was neither so big nor so formidable as another great bird whose remains have recently been dug up in Patagonia. The latter was a cursorial (running) bird of prey, a monster of the heron family. In fact, it was by far the biggest bird of prey that ever lived, and probably attacked with success large-sized animals.

This remarkable fowl had a head bigger than that of a horse, with a huge beak as sharp as an ice-pick. It stood eight feet high on its sharp-clawed feet. Its neck was as thick as a horse's neck, and its limbs very massive. Like the giant parrot, it had wings too small to be of any use for flight.

Accounts of such real and undeniable birds as these bring to mind the fabled "roc," of Arabian Nights already referred to. There seems to be little doubt that the stories told of the roc had a certain basis in fact. Arab traders, voyaging down the east coast of Africa, had frequent dealings with the people of Madagascar, and it would be strange, indeed, if they did not learn from them about the enormous bird native to that island, known to modern science as the aepyornis.

It is believed that this bird became extinct not much more than a century ago. Captain Cook, who stopped at Madagascar on his famous voyage around the world, might have seen it alive if he had gone hunting. But the first knowledge of it ever gained by Europeans came from the island of Mauritius, which is about 600 miles east of Madagascar.

Malagassy natives were in the habit of coming all the way from Madagascar to Mauritius to buy rum, and the receptacles they used for taking back with them the ardent spirits were (at least, in some instances) the empty eggs of a gigantic fowl which, they said, had once been a numerous species in their own country.

The eggs held approximately two gallons. They were (taking an average) thirteen inches long, nearly three feet in circumference and with shells almost an inch thick. As containers they served excellently. One of them was equal, in contents, to 148 hens' eggs.

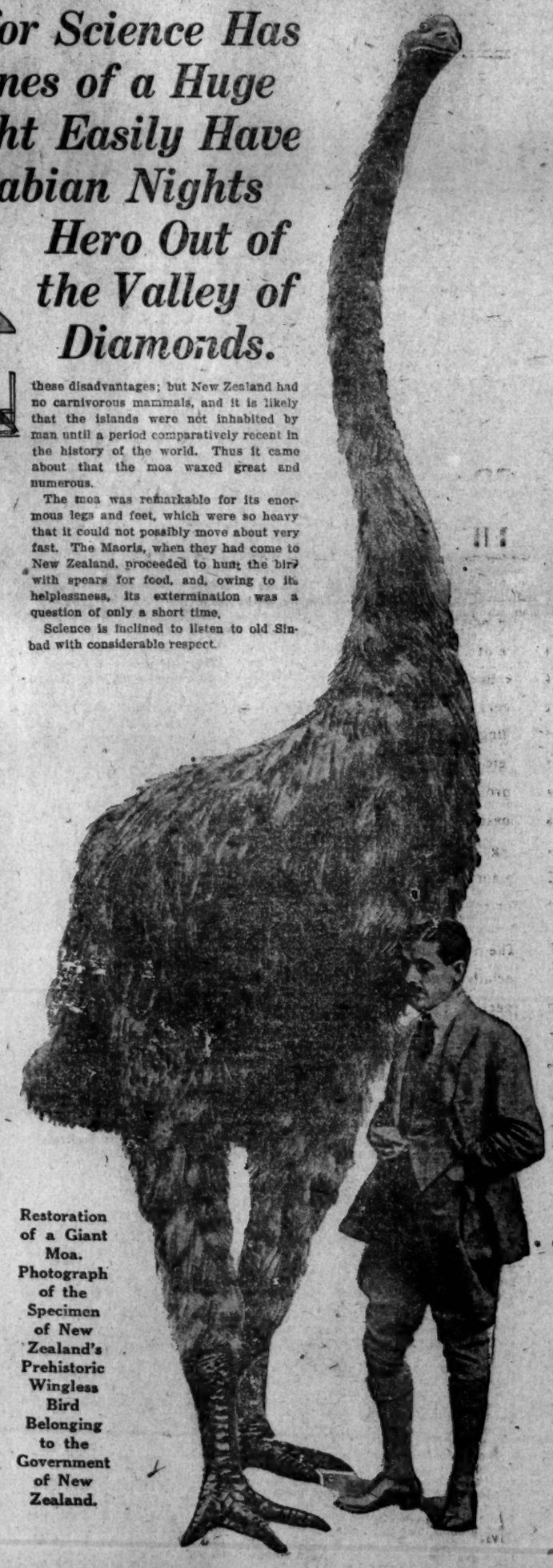
Up to the present time no skeleton of the bird has been found, nor enough in the way of osseous fragments to make possible a satisfactory "restoration" of it. Once in a while an egg (worth a small fortune because of its rarity) is dug out of a gravel bank or some such place, wherein it has been preserved by its thick shell. It is a roc's egg, no doubt of that.

Probably the roc, or aepyornis, huge though its size, was not the largest bird that ever lived. Such remains of it as have been found indicate that it stood not more than ten feet high. The "giant moa" of New Zealand was fourteen feet tall and weighed at least half a ton.

The roc seems to have been related to the ostrich tribe. The moa might almost be described as a gigantic edition of the flightless "apteryx," which still lingers on the verge of extinction in New Zealand. It was harmless to the point of helplessness, being without power of flight, incapable of running fast, and slow and clumsy in all its movements. Besides, it was extremely stupid. In no other country could it have survived at all, owing to these disadvantages; but New Zealand had no carnivorous mammals, and it is likely that the islands were not inhabited by man until a period comparatively recent in the history of the world. Thus it came about that the moa waxed great and numerous.

The moa was remarkable for its enormous legs and feet, which were so heavy that it could not possibly move about very fast. The Maoris, when they had come to New Zealand, proceeded to hunt the bird with spears for food, and, owing to its helplessness, its extermination was a question of only a short time.

Science is inclined to listen to old Sinbad with considerable respect.



Restoration of a Giant Moa. Photograph of the Specimen of New Zealand's Prehistoric Wingless Bird Belonging to the Government of New Zealand.

FASHIONS NEW STYLES

(*New York Times*)

There may be a buying strike, but there is no dressing strike. The more one goes about in social circles the more is one impressed by the great number of beautiful frocks that are being worn. Everywhere is seen evidence of the fact that just now women's clothes are being selected with more discrimination, with a keener eye for the elements of style, than has been applied to their choice for some decades past. Women are at last putting their minds on their clothes and are refusing to buy "just anything."

Can that be called a buying strike? Not at all! It portends only good for everybody concerned, and the only trying period is this one of transition from the days when women bought as though they were heavily blindfolded, following wild fashion dictates, to the day when they will buy their clothes as intelligently as they now buy their household furnishings.

One of the biggest designers and merchants in New York was interviewed the other day as he was leaving for Paris. He was asked the age-old question: "What will the women wear next season?" Then came his rather insurgent answer, for this is hard for a dressmaker to admit—"The women of America are choosing their own gowns according to their own individualities. They will no longer consent to be governed by arbitrary style mandates," etc.

Styles may come and styles may go; the directoire may be suggested and the one-piece dress may be threatened with oblivion, but it does look as though the women of today have become wholly positive on the subject of dress and as though they are going to wear what they like. This being the case, then the dressing that one sees in smart places becomes more inspiriting as a general thing than it was during former seasons. It is refreshing to see a woman quite correctly and at the same time really suitably gowned. An accomplishment of that sort is something artistic and worthy of notice in itself. And the whole idea makes fashion a more enticingly interesting game than ever it was before, for it opens the avennes of individual expression and the woman who is once hit by the idea becomes an enthusiast from then on. On this basis clothes cannot be a bore in any sense of the word and a thorough knowledge of their make-up and construction can only help to speed any woman on her way of artistic understanding and appreciation.

The house of Madeleine of Madeleine had its opening for Spring only last week, and from all reports they are showing even more beautiful things than they have displayed in the past. Their big idea seems to be to keep the waistline long, at least so the cable reports are saying. In one model the waistline is elongated considerably, and the whole effect of the gown is as elongated as it can be made. The French are stretching out the lines of their skirts, while as yet we are keeping ours much shorter.

On either side of this Madeleine gown there is a point of heavily wrought beadwork done in silver and gold and black. It is an entirely new and extremely effective way of using trimming on the ever-popular gown of all black.

The Premet model is one of those inimitable combinations of satin and lace for which the French contourier is famous. It has become quite a fashion to dye the lace to match the satin exactly in tone and this combination of materials promises to be one of the best for the coming season. In this instance the color is tete de negre, a tone very much appreciated by the French woman, who always approves of keeping her dressing low in tone. The hat carries out the one tone effect, being made of a piece of the same lace that adorns the gown itself. The brown feather droops on one side over the turned-back brim, giving an interesting new turn falling to the shoulder in spite of the fact that the line of the hat starts out in an entirely different direction.

The most of the new clothes being worn right here in America are those which are budding forth under the warm skies of the sunny South, though the activities right here in New York brought to light some very interesting types of gowns which indicates for the reason to come which way the styles are tending. These are some of them!

The coolie jacket and the short box coat are the newest in the little Frenchy looking suits that are worn so much just now under the longer fur or top coats. This is a very smart way of dressing for the street and particularly good looking. Of course, the customs is designed for weather that is more wintry than that to which we have been treated thus far, but it is done none the less and for those who motor to town the extra warmth and covering are very much needed. There is one little coolie jacket dress made of a rose-taupe duvetyn and trimmed with interesting insets of cotton applique in many varying colors all massed together. There are loose cuffs of this under still looser sleeves, there is an upstanding collar, there is a sort of waistcoat effect, and there is an irregular band around the bottom of the skirt, not to mention little pocket trimmings and a sash tied directly in the back and swinging loose in the breeze from under the looseness of the coat.

Another little coolie jacket reaching to the waistline is made of dark green duvetyn or wool velour, something that is woolly and of extreme softness. With this is worn a white shirt out in loosely hanging panels, each one of which is bound in the green of the jacket. Still another suit of this type has a jacket that mysteriously turns into a cape as it swings away behind. The cape is of black velour lined with crepe in a bright color and the dress that is worn with it is made also of the crepe that makes the lining.

Some of the little sport suits that are being taken to the South are built on this very principle. It is the bright idea of the moment to make the short, little box coat of some bright color and then to have a skirt of white. One of the smart dressmakers has a suit of this character with its little, jaunty jacket made from a piece of velour that is raspberry in tone, stripped with tiny pin stripes of white. There is a rolled collar of white breadcloth, and the skirt—the tight, narrow and short skirt—is made of white broadcloth, too. A white felt hat, turning up all the way round, is designed for wear with this combination suit, and the idea is to wear white sport shoes with white woolen stockings finely woven.

Another of those newer sporting suits has a little box coat of blue duvetyn foundation. This is embroidered all over its surface with black embroidering, forming an irregular pattern. Then it is bound all the way around—at the single-breasted front along the lower edge—with a black patent leather binding. There is a black patent leather hat for the cutfit and a white velour skirt. And the whole is just as effective as it can be, forming a distinct relief from the all too severe sports attire to which we have been addicted for so long a time.

The one-piece dress is another thing which, just now, is holding the boards to the exclusion of much else. It is always simple, it is always as straight as the figure will allow, and it usually has very little trimming. In fact, this dress is the acme of simplicity and anything that is done to take away from the extreme of this idea will spoil the purity of its design. So the woman who is clever employs the dressmaker who is clever and, between them, they eliminate all fussiness of detail as though there were a strict law against it. One of the smartest of these frocks was made of an embroidered crepe meteor, the embroidery being applied in the shape of medallions covering the surface of the material. The fabric itself was a dull but colorful, brown and the embroidery was done in old gold. There was a tie-about girdle, narrow, of the same material. Then the short sleeves and the slightly pointed neckline were bound with the narrowest of old gold galloon.

Another of these for evening wear was made of silver and vivid green metal brocade bound and girdled in silver. It was worn with silver shoes and stockings and with a silver headdress made of a succession of conventionalised leaves. It was about as effective as any evening garb of the Winter and still it was simple to the last degree.

Even the blouses to be worn with the regulation suit have taken on this standard of simplicity. Many of them are made to slip on over the head and still many more are made without trimming other than variations of their own material or with the simplest sorts of braid and lace edgings. It is hard to tell just where they have changed in character, and yet they do look distinctly different, as one notices the sort of thing that is being done.

The blouse that has taken the city by storm is the one made on the straightest of patterns and of the well-known jersey cloth. It has collars and cuffs of linen made in Eton fashion; it is made to be worn over the skirt, and has a narrow leather belt to hold it in some sort of place about the waistline at whatever point the wearer may desire.

Then there are those little blouses of dimity and organdy in all the bright colors in which these materials are being so effectively made. They are cut with the simplest little square necks and with short sleeves, and often they are simply bound with little edgings of a contrasting color. One blouse of this sort was made of white barred dimity, which, by the way, promises to be a favorite blouse material for Spring; it had bindings of pink dimity not more than an eighth of an inch in width to make it notable. It was gathered into a three-inch band that was designed to lay over the skirt, and this belt band was buttoned under either arm with three buttons covered with the pink organdy.

When It's No Use Pretending

THE PRACTICAL WOMAN AND THE DESERT ISLAND

THE gayest of us have our moments of hollow depression. Sooner or later we all have to give up pretending, even to ourselves, and relapse into unhappy candour.

At no time, if one is a woman, does one feel more acutely miserable than when one faces one's mirror in a clear cold light and marks the first signs of the "going off" of one's charms. I know a very charming and sophisticated woman whose nightmare is that she may one day find herself in the situation beloved by novelists—that is, alone or nearly alone on a desert island. "Just fancy," she wails, "having no comb or looking glass or hairpins and, worst of all, no tammalite. Because, do you realise, that I should actually be grey?" To see her soft brown hair one would suspect her of perverting the truth. But she frankly assures her friends that her hair would be nothing without an occasional timely application of a tonic made of bay rum and pure tammalite. "It brings back all the colour," she affirms, "besides making one's hair beautifully healthy. Why, I was in despair a year or two ago, because my hair was growing grey in streaks. But since I discovered tammalite I haven't the slightest difficulty in keeping my hair its normal shade."

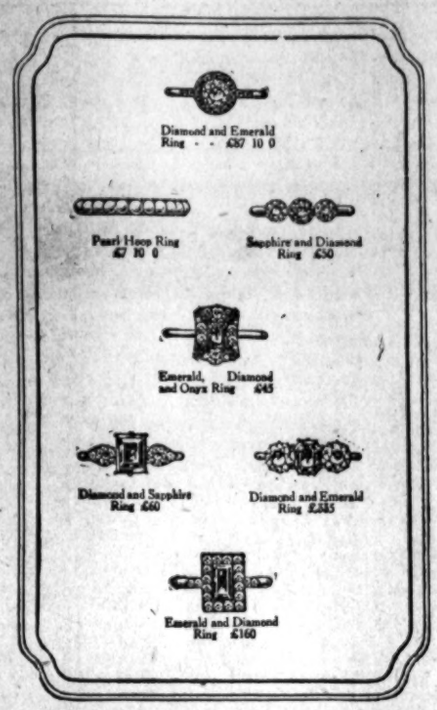
And what a difference beautiful hair makes to any woman! It excuses plainness, it enhances beauty. What man pictures the woman of his dreams with anything but soft, abundant hair? From Rapunzel to Melissande, there is something romantic about lovely locks. It is deplorable now-a-days to see naturally beautiful hair ruined by neglect, curling irons, harmful shampoos and the like. Many girls, otherwise careful of their good looks, think nothing of going to bed without brushing their hair. Without constant brushing the hair can never attain to that glossy "sheeny" look that is so delightful. A good brushing for fifteen minutes night and morning should be included in the discipline of every woman, plain and pretty. A stiffish brush should be used, and it should be always scrupulously clean.

It is not good enough to use just any shampoo when washing the hair. Care should be taken to find the very best one, and then to keep to it. A really excellent idea is to use only stallax granules which are obtainable at all good chemists. A teaspoonful of stallax is sufficient for each shampoo, so a ¼ lb. package will last for a long time.

This very simple shampoo gives splendid results. The delicious foaming lather it makes not only cleanses the hair thoroughly but brings out every atom of its latent color and brightness. The hair dries quickly, and though beautifully soft, it is quite manageable.

When the scalp is inclined to be dry, and the hair brittle, it is a good plan to massage it with olive oil before giving it a stallax shampoo.

There are few things which increase one's self-respect so much as the possession of lovely hair. It is a perpetual joy to oneself and others, and with a little care, one can defy hairpin-scattering winds and even trying, if romantic, situations on an uninhabited island.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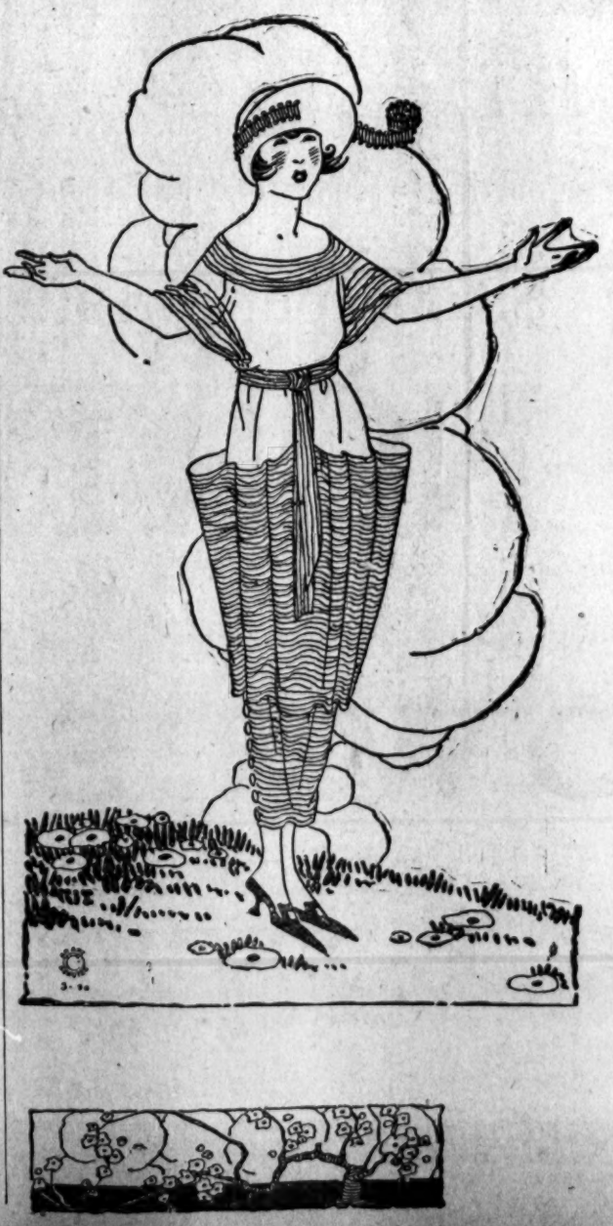

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SHANGHAI, SUNDAY, APRIL 3, 1921

IF WINDOW GLASS IS A LUXURY, THEN SO IS A MOTOR CAR

Old Standards Must Yield To Present Needs, Says Biggs

BY H. A. BIGGS
(Vice-President, Studebaker Corporation)

The third largest industry in America—and that means the whole world—did not attain its place of eminence by mere accident or through any seasonal or faddish demand for the product of its great institutions.

The automobile, both passenger and commercial, is an absolute necessity of a new era, and it will continue as a necessity until something newer and better takes its place. However, up to the present time no one even has an inkling of something better.

The great majority of the people realise the economic value of the motor car—it would be as impossible to conceive of personal and business efficiency without the automobile today as it would be to conceive of handling modern business without fast express trains, fast freights, telegraphs or long distance telephones. The motor car has not only become an essential part of modern life but it has been greatly responsible for the development of the way we live and do business today. It has, indeed, made possible the wonderful business achievements which we accomplish in the twelve months of the year.

John G. Lonsdale, president of the National Bank of Commerce, St. Louis, is nationally known in the world of finance. His opinion, based on cold, unbiased facts, is worthy of special note. Mr. Lonsdale has publicly set forth a financial policy which recognises the motor vehicle as a time-economy unit. He says:

"This is an age of electricity and gasoline. Distance is annihilated by the telegraph and telephone. Business is transacted not only nationally but internationally by wire. Money is transported by telegraphic transfer of credit. If it is a question of hard surfaced roads and automobiles against the country worn road and the ox-cart in the rut, nobody wants to go back to the 'old days.' If the high cost of living is a problem and a man's fixed expense is to be reckoned, we must have a time saver, whether it be the telephone, telegraph, the wireless, the automobile or gasoline propelled surface car or the airplane. It makes no difference whether a man is a brick-layer, plumber or banker; if his time is worth anything it is economy to limit his period of transportation."

The automobile has ceased to be a luxury. It might have been called one, at the start, like the airplane. But the luxury of yesterday becomes the necessity of today. As Mr. Lonsdale so aptly puts it: "Many years ago when our forefathers had wooden doors and sliding shutters for windows, window glass was considered a luxury only for the rich, but now it is a necessity even for the poor, letting sunshine and happiness flow from without and keeping within the warmth necessary to home comfort."

People have built their lives around the automobile, bought their homes, selected their vacation camps and their summer cottages. Businesses have been developed around the touring car and truck as the indispensable vehicle.

And, furthermore, when you consider the motor car purely from the pleasure viewpoint, you have a potential demand of great proportions. Call it a "pleasure car," if you will, you must admit that the automobile has been a great emancipator. There must be some time set aside for pleasure in the lives of all of us if we are to maintain our usefulness in our work. What is there that gives more return a dollar spent in the way of health-giving pleasure than the automobile. It takes the family out doors and literally "jams fresh air down their throats," and, furthermore, it enables city folks to get out into the country, where they can get pure air.

Think of the pleasure it means to the family living in a crowded city to pack a tempting lunch and motor out into the country, there to pull up alongside some wooded glen and, with appetites whetted by the invigorating ride in the clean air and sunshine, enjoy a meal that would make a spread prepared by a city restaurateur seem tasteless. And the whole trip for a family of five would probably cost less than the railroad fare to the same spot, taking into consideration the actual expense of operating the car, depreciation included. The small expense of the trip may justly be charged to health insurance for the family.

The motor car must also be considered as an important educational factor. I dare say that the motorist knows more about the territory surrounding his town or city than the man who doesn't own a car. Anyway, why shouldn't he? The motor car takes him off the beaten paths—takes him out into the open country and shows him the beauties of nature and permits him to visit interesting places that he might otherwise never see. What is more, the motorist goes and comes when he pleases. He is not dependent upon the schedules of train or trolley.

The automobile has brought the city to the country and vice versa. From this both have profited socially and financially. While we have been talking about good roads the automobile has forced them upon us and lessened the cost of farm produce by reducing the cost of transportation. Because of motor cars farmers have acquired the urban habit of going after what they want as soon as they want it. No longer do they allow their wants to accumulate, as in the old days.

The utility of the automobile on the farm is demonstrated in many ways. Farmers who live fifteen to thirty miles distant from their market used to consume an entire day making the round trip, and at times, if the day proved unusually hot, it would be along into the night before the tired horses and men would reach home. Today farmers in these same sections start for the market early in the morning and are back on their farms in a few hours, ready for a day's work at something else.

The farmer has been quick to realise that the automobile increased his efficiency on the farm, affording him means of daily visits to his neighboring cities and forever dispelling the isolation of farm life by reason of its strong appeal to the entire family as a pleasurable enjoyment, enabling them to visit their neighbors and relatives whenever so disposed. It is no uncommon occurrence now for neighbors, living twenty or thirty miles apart to exchange evening and Sunday visits—whereas, in the old days of the horse and buggy, three or four visits a year were considered a rare treat and an occasion of more than passing interest. Children living on farms may now enjoy the advantages of the city or consolidated schools. Some member of the family, or one of the help, drives them to school in the morning, returning later in the day, for the trip back home—and everybody's time is conserved. What is more important just now, the automobile is accomplishing what about everything else has failed to do—it is keeping the boys on the farms and eliminating the desire for exodus to the city.

Everybody wants and expects to own an automobile some day—either for business or pleasure. There is no need for us to worry about whether it is a necessity or a luxury. Regardless of what we say or do, or how we argue or reason, the automobile will answer for itself.

Would Repair Honorable Tire In Distant Land

Los Angeles.—Low Ah Jim, Chinese, lives in Malacca, Straits Settlements.

He knows some English and has a business mind that is being wasted in the distant Orient.

But Low reads the Los Angeles newspapers, and recently saw a story that a school to teach tire repairing had been established by The Goodyear Tire and Rubber Company of California.

The announcement started a train of thought in his Oriental mind that here was his great opportunity. So in English reminiscent of Hashimira Togo, Japanese schoolboy creation of Wallace Irwin, he wrote to the Pacific coast company as follows:

"Although I could not attend your school personally, which is beyond my reach, I presume that with proper supply of volumes containing all instructions and illustrations in every detail of said work, I might just as well to gain my successful study."

Which, translated by Goodyear, meant a request for a tire repair manual, which was sent to far-off Malacca.

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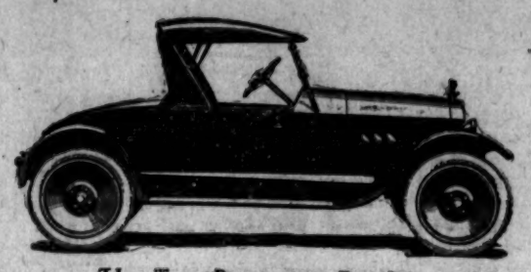

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These are the characteristics of the Columbia Six which distinguish its owner as a good judge of motor cars.

Such qualities always bring praise, and fill the owner with pride.

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IT WILL TAKE TIME TO GET BACK INTO PRODUCTION ANEW

Therefore Automobiles Are Likely To Be Hard To Get

BY T. L. MARSHALL
(Sales Manager Stutz Motor Car Co. of America)

New York, March 1.—Far-sighted dealers should stock sales-rooms with cars now in preparation for the opening of the selling season in this month. The dealer who will be empty-shelved is the one who will suffer.

When the buying season does open dealers will be making a mad scramble for cars which the factories will be unable to supply, because, according to figures recently released, there is today but a 45-day supply of cars in the hands of factories and dealers. On top of this, the outlook for rapid railway transportation is not too bright.

The Railway Age predicts acute congestion and car shortage within a few months and all shippers are being urged to ship now, while 20 percent more business can be handled because of such favorable operating weather.

The entire automobile industry has been marking time. The demand for cars has not been heavy. There are many signs to indicate that when the public gets back into a buying humor it will find a shortage of supplies which may in turn bring about a rise in prices.

The shortage will be due to partial or entire suspension of operations of factories. Because of the light demand for cars, the automobile industry has reduced its forces within keeping.

When big production starts again it will be slow work. New men will have to be broken in, and this takes time. It is estimated that it will take from two to three months for the automobile industry to get ready for peak production.

And, of course, few factories will even start this production until the orders begin to filter in from dealers. This will mean that the dealers cannot possibly be supplied with cars, and they will be going into the big buying season without an ample supply of cars. During the buying season there will be an abnormal demand based on normal conditions. Everybody wants to have his car first.

When the public demand for automobiles slumped it had its effect all the way down the line to the ore fields. Production was halted, incoming material held up, parts manufacturers were hard hit, and their suppliers and the firms that supplied them, all the way back to raw material, were affected. It will take time to get all these essential parts working again in co-ordination.

What Is Present Market For The Automobile?

Bright Prospect, Says Chapin, For Those Who Make Cars To An Ideal

BY ROY D. CHAPIN
(President Hudson Motor Car Company)

Most motor car makers today are studying their markets more carefully than ever before. The last two months of 1920 saw a reduction in sales, but already the industry is emerging from that period.

The present situation is not viewed with any alarm by builders of high grade cars. There is and will continue to be a good steady demand for cars of the type of Hudson and Essex and for the products of other builders who have the same ideal in mind that we have always had.

Today Hudson continues to be the largest selling fine car in the world. The company is entering its twelfth year. The greatest achievement, of course, was the advent of the supersix model in 1916. Since that year more than 100,000 have been sold. There have been no radical changes since then, but every model has shown greater refinements, a steady working toward the maximum of service and reliability.

The public recognise that if anything is desirable now it is stability, not only of the product but of the company that stands behind it. There is without question a different state of buying mind today. People scrutinise their purchases more carefully. To use an old homely expression, things must be 'all wool and a yard wide.' That is why Hudson and Essex, along with some others, will stand the test of the present market.

Auto Industry Holds Key To The Sales Situation

Buyers' Strike Broken As Result Of Price Cuts

BY GASTON PLAINTIFF
(New York Manager Ford Motor Car Company)

In order to bring the automobile business back to normal the buyers' strick must be broken. Strange as it may seem, that is just what has happened. Practically overnight people everywhere just stopped buying, although the volume of money was just as great as the day before. The only way that the purchase of automobiles and other commodities can be brought back to their natural channels is for the public to be convinced that prices have reached their pre-war level. I believe we have made good headway in this direction.

The extravagance and waste which were the result of the abnormal conditions created by the war are acting as a brake on the extension of credit right now. The financial interests are drawing the lines more tightly and are extending credit only to those businesses which are run on a proper basis. Contrary to statements that have been made, there is no intention of the banks to discriminate against the automobile industry. The banks are cautious only with concerns that have been loose in their business methods and that have omitted to take the ordinary precautions to solidify their positions. There is plenty of money available from the banks for those in the automobile business who can show that they have a proper grasp of the economic situation.

As far as I can see, there is no intention of the banking interests to dislocate the automobile industry by a too drastic curtailment of credits.

As in the case of Ford, price reductions are going to have good effects; first, the public is going to be started on its regular habit of buying, and the credit situation is going to be relieved, as it takes a smaller volume of money to handle a larger volume of business.

Lower prices all around—I believe we are reaching rock bottom—will put business in motion and relieve the entire economic situation.

BAKER SETS NEW RECORD

Driving a Templar Sportette car, E. G. "Cannon Ball" Baker, holder of the one-man driving record for automobiles in the United States, established a new mark for competitors recently in what is known as the "Three-flag run."

Baker, driving the Templar "Recruiter," the same car he piloted across the continent in the New York-Chicago test, drove from Tia Juana, on the Mexican border, to Blaine, Wash. (White Rock B. C., Canada), in fifty-two hours and forty-one minutes.

The total distance traveled was 1,694 miles.

A STITCH IN TIME

"Look over your car at least once a week. You'll take more comfort out of it and save money," is the sage advice of J. D. Mansfield, general sales manager of the Dort Motor Car Company.

HOWEVER rough the road or steep the hill, the Triumph is easily master of the situation.

Road grip and the marvellous engine power developed by the Trusty Triumph make light work of the steepest gradients.

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have opened their Station, to be located, for the present, at U 298 Wei Hai Wei Road, for the Repair and Upkeep of Motor Vehicles.

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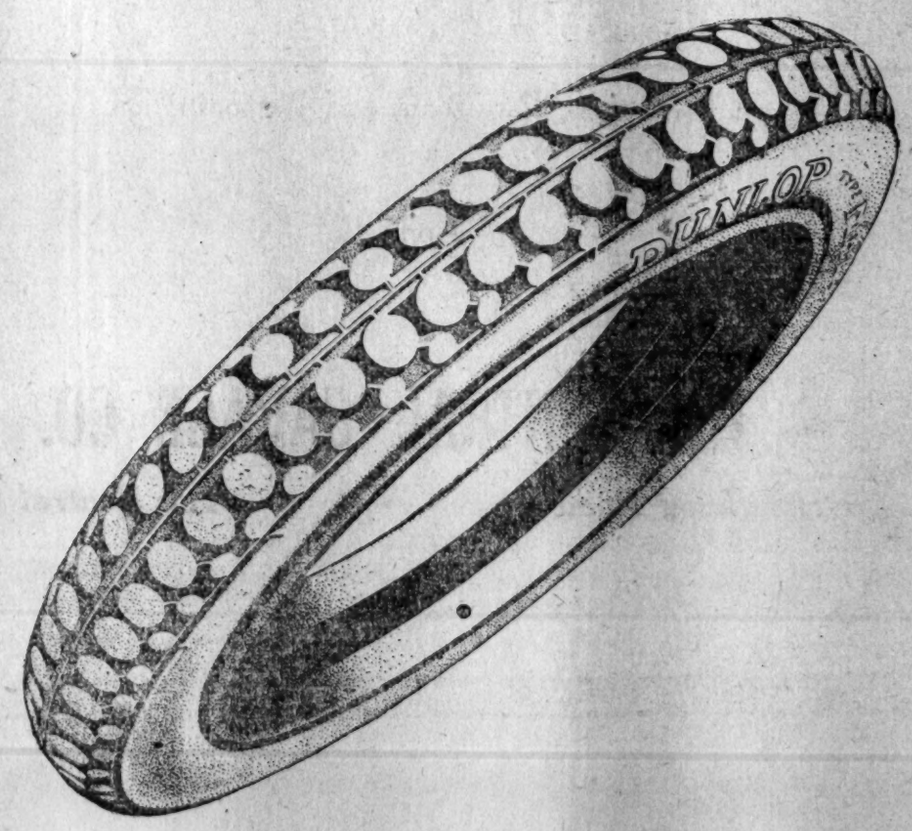
THE NEW MAGNUM



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It has no compeer in the tyre world to-day either in quality, appearance, now-skid properties or low mileage cost.

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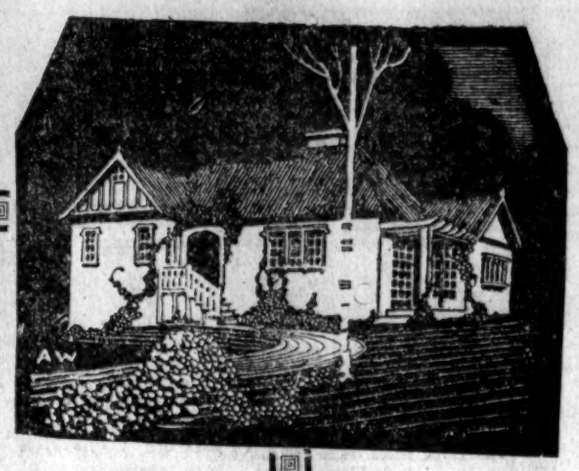
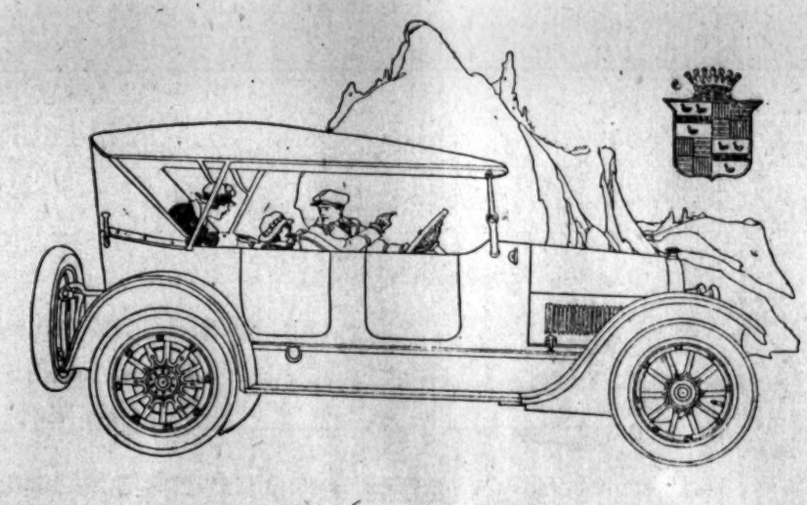


Cadillac



EVERY owner of a Cadillac knows the rare pleasure of having the comforts and luxuries of his home projected into the highways when he travels, for when he goes forth in his Cadillac he takes the restfullness of his favorite easy chair with him ✽ ✽ ✽ The Cadillac owner enjoys to the full, and continuously, the satisfying pride that is derived from the possession of a thing in which absolutely nothing is lacking to make it perfect and complete ✽ ✽ ✽ Perfect and complete not only mechanically, but in its power to confer on him the distinction of being one of those who demands, in all the things he owns or uses, only those that will withstand the test of the most critical taste and the most discriminating judgment.

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MOTOR CAR IS HURRYING US BACK TO NORMAL

Passenger Automobile Adds To Efficiency And Is Asset In Business

GREAT SAVERS OF TIME

Difficult, Says Warner, To Estimate How Many Hours They Have Conserved

Few individuals outside the automotive industry realise what an important part the automobile is playing in the back-to-normal movement," says Fred W. Warner, president of the Oakland Motor Car Company. "The automobile show season seems to be a good time to call the attention of the public to the great benefits gained through the passenger car.

"There are, I know, those who regard the passenger car as an extravagance, but those persons must be numbered along with the cartoonists, jokesmiths and others most guilty of this short-sighted misstatement. Their personal attitudes are totally eclipsed by the findings of the National Automobile Chamber of Commerce, which proved by exacting research last summer that 90 percent of all passenger cars are used more or less for business.

"From the Oakland executive offices in Pontiac, Mich., we have enjoyed the success that came from a conviction of this fact. In other words, we have sold transportation. The fact that the farmer adds 68 percent to his efficiency by the use of a passenger car also sustains our contentions. And finally when it was announced that the average car owner's efficiency is increased 57 percent by use of his automobile we regarded our claims as completely vindicated.

"How can any man, except by pointing to individual cases that are simply exceptions, dispute those findings? Why, the man who uses his car for pleasure only is a rare being today!

"And can any one name a single commodity that is doing more to increase man power and personal efficiency?

"Of course, there must be a compromise. If this transportation is to be the basis of profit, operation of the car must be economical.

"We have built cars for farmers, doctors, salesmen, lawyers, contractors, real estate men, insurance agents and about every other trade or profession under the sun. Consider the total increase in efficiency and profit, the saving in time that these cars have accumulated!

"Freedom from time-tables, freedom from the beaten highways and complete disregard for weather have been gained by the owners of closed cars. It is interesting to see the manner in which the farmer has adopted the sedan and coupe. He realises that for complete satisfaction he must have a car that can be used at any time with maximum comfort and convenience. Being, as a type, a practical fellow, he seeks continuous service and gets it to the greatest possible degree in the closed car.

"The reports of owners who operate their cars under the most arduous conditions only serve to strengthen our statement that the passenger automobile is the modern means of transportation.

"Gasoline costs have mounted. To maintain this economy good mileage is imperative. And owners continue to tell us that they get from eighteen to twenty-five miles a gallon."

The Oakland Motor Car Company, for which President Warner speaks, is a member of the General Motors Corporation group and is rated as the sixth largest producer in the world. For several years Oakland has dwelt upon "transportation" as well as the intrinsic value of the materials contained in the machine.

CUTTING TIME IN HALF

A traveling man for a hardware house started from Milwaukee in a Dort roadster. He covered fourteen small towns in just half the time he could by any other means of transportation and at no greater cost. At the same time he cut his hotel bill in two and likewise his salary cost to his employer.

Windshield Inspections Important

On many makes of car the windshield is held in place by steel arms, which protrude through the cowl and are fastened on the under side by a nut and lock nut. Sometimes these nuts work loose from vibration, with the result that the shield is allowed to move slightly. The first evidence of this is seen in cracked finish in the vicinity of the windshield supports. In making the necessary periodic inspection for loose nuts and bolts these windshield supports should not be forgotten.

French Drivers Won Over; Use AC Plugs in Race

Now They Believe In Porcelain Against Mica For Covers

Due largely to the service rendered by American motor cars and trucks on French and Belgian battlefields, Europe places these vehicles on a par with her best. American tires, too, have shown a stamina that foreign casings cannot equal, while American spark plugs have stood up under punishment that the plugs of the Old World could not meet.

"Jules Goux and Andre Boillot found this to be true when these famous French drivers brought their Peugeot cars to America for the 1920 Indianapolis 500-mile race," said Albert Champion, maker of AC spark plugs, in commenting on the superiority of American automobile equipment.

"They intended to use a foreign plug in the engines of their cars, but in practice these plugs invariably burned up. The Indianapolis speedway, where they could run with throttles wide open, was too fast for them. The plugs failed when submitted to the tremendous engine heat.

"Goux and Boillot went to Ralph De Palma for advice. He was driving a French car—the Ballot—and had been testing plugs. He told them that they had better switch to AC's, which had stood up for him in the twelve-cylinder Packard in the 1919 race and were showing just as good in the Ballot in practice.

"At first the Frenchmen were skeptical. They were partial to mica as an insulator, and said that if the porcelain AC plug was anything like the porcelain plugs of France it would break.

"A test of AC plugs, however, proved conclusively to Goux and Boillot that their fears were unfounded. They got excellent results from AC's in practice. They used AC's in the race. They are AC and porcelain plug enthusiasts today, whereas they went to America convinced that a mica-cored French plug was the best to be had."

The truth of the matter is that here in America we have beaten the French at their own game—ceramics. We have perfected a porcelain plug that will not crack or burn, a plug that is equal to any punishment to which it is subjected.

Maxwell-Chalmers Pressed Steel Plant A Production Boon

The completion of the new Maxwell-Chalmers pressed steel plant, which is now about ready for manufacturing activity, gives that concern one of the most efficient and progressive outfits of its kind in the country," says W. Ledyard Mitchell, president of the Maxwell and the Chalmers companies.

"The new plant covers about 217,000 square feet of floor space and will take care of all the pressed steel work for both Maxwell and Chalmers cars," says Mr. Mitchell.

"The main building contains two craneways, each with a double row of presses 300 feet long, and each equipped across its entire span of sixty feet with a crane which is capable of picking up material, work, or even the presses themselves, and moving them to any other part of the building.

"The presses are so placed that the steel passes from one to another without the need of extra men to act as go-betweens, thus cutting down the time required as well as the number of men.

"Another feature of the new plant is the immediate inspection of work. Instead of making a large quantity of pieces in one place and then sending them to another part of the factory for inspection, they receive this inspection during operations.

"In layout and equipment advantage has been taken of the experience of the entire industry. At the same time, various improvements have been made in other departments and buildings, so that the Maxwell and Chalmers plants are now in excellent shape to the care of future production."

PREHEATING DEVICE RECEIVES APPROVAL OF U. S. OFFICIALS

Maxwell Chalmers engineers are pleased with the indorsement that has been given the principle of preheating motor fuel by the United States Bureau of Standards and the Society of Automotive Engineers. The Chalmers device for preheating the fuel at the intake port was incorporated in the Chalmers motor three years ago, and more than a year ago it was made a part of the Maxwell.

Recently the United States Bureau of Standards conducted tests of gasoline with a view to ascertaining how preheating affected the efficiency of present-day gasoline. In its report the government department indorses the preheating principle as follows:

"The rate at which the engine will accelerate with a given mixture ratio or carburetor setting, is markedly affected by the amount of heat supplied and its method of application. Within the limits of this work, the greater the amount of heat supplied to the charge, and the higher the temperature at the intake port, the more rapidly the engine would accelerate."

This greater ease of acceleration means better motor performance and greatly lessened fuel consumption.

A committee of the Society of Automotive Engineers conducted an extensive investigation along the same lines as the Bureau of Standards. This committee also indorsed the principle of preheating and declared that this practice results in the follows:

1. Better combustion, with consequent decrease in fuel consumption.
2. A decrease in crankcase dilution by limiting the passage of unburned fuel past the pistons.
3. Reduction of carbon deposit.
4. Maintenance of the engine in such condition as to deliver higher power over longer periods between overhauls.
5. Improvement in the general performance of the engine as to sweet running and ability to accelerate smoothly and rapidly.

SWINGS AROUND BIG CIRCLE

Last year Ralph B. Dort went around the world to get first hand information on the automobile business for the Dort Motor Car Company. He covered the Orient, Australasia and Africa, then returned to Paris, where he is in charge of the foreign business of the company.

American Crisis Is Passing

The crisis in the American automotive trade is gradually clearing, and the Detroit factories are now approaching 20 percent of normal production. It is estimated by experts that the 1921 production will approximate sixty percent of the 1920 production.

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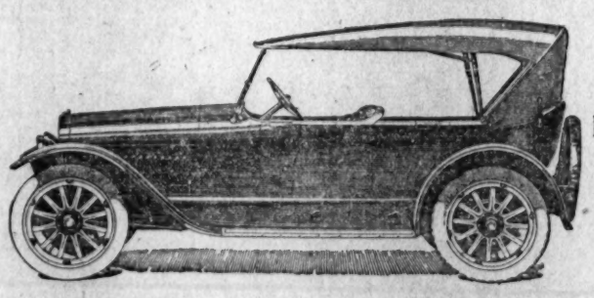

Ultra Four-Forty" Five-Pass In Stock

On the recent ENDURANCE RUN from Los Angeles, over two mountain ranges, to Yosemite Park, Cal., U. S. A. a stock car covered the distance of 355.5 miles averaging 20 miles to the gallon and used only 1½ pints of oil.

Also Crow-Elkhart 4-cyl. Seven-Passeneger Limousine Car and Paterson 6-cyl. Seven-Passenger Touring Car in Stock
Dixie Flyer 4-cyl. Car to Arrive Shortly
Complete line of Tires, Oils, and Accessories Carried

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Bring in your worn casing for free inspection. We will help you get every penny's worth of mileage there is in them.

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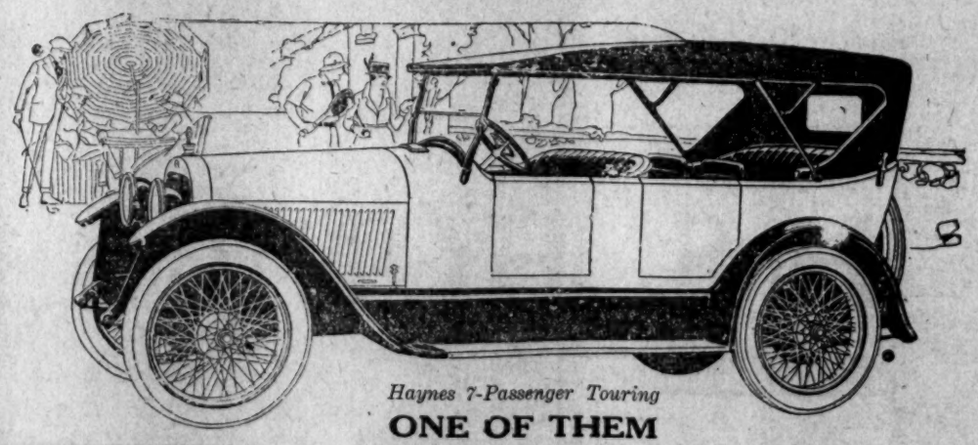

Haynes 7-Passenger Touring
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We Are also in the Market to Buy Slightly Used Cars.

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(HEIMENDINGER BROS.)
Phone, C. 402 SHANGHAI 228 Ave. Joffre

ANNOUNCEMENT

U

The Universal Motor Car & Body Works has opened its new plant at 21 Dalny Road which gives Shanghai and the Orient a strictly modern manufacturing concern, equipped with uptodate machinery, for the building of motor car bodies and tops and truck bodies. This plant is the first one of its kind in China to specialize in body construction and painting only, and affords local dealers and motor car owners exceptional facilities on this class of work.

U

DEPARTMENT OF CONSULTING ENGINEERS

In addition to the well-equipped plant which is at the service of the motoring public of China, The Universal Motor Car & Body Works maintains a department of consulting engineers and designers whose duty it is to advise car owners regarding proper and scientific construction, load distributions, etc. It is intended that the mission of this department be to protect truck users against expensive mistakes in design and construction; dealers against disappointed owners, the truck against an unfair chance of "making good" and building up for the Universal Motor Car & Body Works a reputation for reliable manufacturing.

The department will offer designs and specifications for all special transportation problems and will build bodies to any specifications which are *consistent* to the use for which the bodies are intended. Rated capacities of trucks will always be taken into careful consideration together with proper distribution of load over each particular chassis, and the body constructed with lowest possible center of gravity. Lightness, rigidness and strength with superior workmanship and materials will be embodied in all construction.

C. M. CAMPBELL, General Manager.

BODY CONSTRUCTION DEPARTMENT

On account of the local climate, closed cars are the ideal thing for the year around, are coming into rapid popularity and are destined to predominate. The Universal Motor Car & Body Works enables dealers to offer better prices on closed cars and compete with "homeside" manufacturers on style and quality.

Just as people are judged by their associations, so are they judged by their taste in cars. The motorists of China may now reflect their individual tastes and pet ideas in their cars rather than take what is "in stock," at the same time having the privilege of choosing their favorite motor car to build on.

The "Universal" designer will assist in putting every owner's hobbies and ideas of motor car comfort and splendor into each particular Job. He will gladly counsel on artistic and harmonious color schemes and interior appointments for milady or ye bachelor or the "family" car, and offer suggestions when or where wanted or needed.

For those who want to depart from regular stock model designs in open cars, the "Universal" offers many ideas in novel construction of touring, roadster, racing type and sporting type bodies, etc.

Exceptional standard features of Universal closed car jobs are electrical conveniences and a heating apparatus which can be turned on at a moment's notice, using the motor's exhaust for heating energy.

Look for this plate on your new car. It is a guarantee of superior quality and workmanship.

Manufactured
by
Universal Motor Car & Body Works
Shanghai, China

UNIVERSAL'S PAINTING DEPARTMENT

Specially constructed dust-proof paint rooms have been provided, in which to turn out the finest possible coach work finishing. Motor car owners will have a wide range of color combinations to choose from and the experience of an expert designer at their service to carry out suggestions on color schemes which will be in harmony with interior appointments.

Proper painting, to withstand the trying conditions of the local climate, is of vital importance to motor car owners as the length of a car's life as well as its beauty, is measured by its strength to resist deteriorating elements. And this is recognised by those who have been long in China.

Good painting enhances a motor car as well as preserving it. No matter how good the motor, in a car or how well the body is constructed, half the joy of owning it is lost if it fails to have a good appearance because of poor paint.

The Universal Motor Car & Body Works guarantees satisfaction on all of its paint jobs.

C. V. MANNEY, Factory Superintendent.

21 Danly Road — **UNIVERSAL MOTOR CAR & BODY WORKS** — Shanghai

Advice For The Motorist

A Series Of Semi-Technical Articles Introducing The Autoist To His Own Car

The wiring of the car is the artery, through which the life blood of the starter, ignition system, lamps, horn, and many other electrical appliances and fittings, get their power to operate.

Each wire is like a pipe line connected from the reservoir to the hydrant in the housewife's kitchen. They are simply pipes through which the energy can flow from the battery to the lamps. The easiest way to understand just why we use different size wires for the lamps and starter circuit is to consider a water circuit and by comparison, we can draw out a reason for all the complex connections which are arranged on the car. The wiring is generally considered very difficult to understand and many a motorist has paid to have his car towed for several miles, when by making a simple wire connection he could come in and have the real trouble fixed later.

WATER ELECTRIC CIRCUITS

The storage battery of the electric system is to the rest of the wiring, lamps and other electrical appliances which you may have attached to it, as the reservoir is to the water system of a town. If the town being supplied is a large one, the reservoir must also be large. The same way with the battery, if the car is a large one (with a heavy engine and a number of apliances), it is necessary to supply a large battery. It is the tank which contains the electrical energy.

PRESSURE

The pressure which will act to send the water from the reservoir to the different hydrants and places where water is used, depends upon the height of the reservoir above that point considered. It may vary from a few pounds to several hundred, but will always be the same at any certain place as long as the flow and height is constant. The pressure of a water system is measured in pounds per square inch, called head. The pressure of an electrical system is measured in volts.

PIPES AND WIRES

If we want a large volume of water to flow, we supply a large pipe for it to flow through. The larger the hole in the reservoir the faster it will be emptied. The larger the lamps (in candle power) the more current will be taken from the battery. The pipe line must conduct the water to the place where we want to use it. The wires must conduct the current to the lamps of the electrical system. If the pressure is very high it will not take long to fill a bucket with water. If the pressure of an electrical system is high it will not take very long for a certain quantity of electrical energy to pass a certain point. From this we can see that small wires are sufficient to carry a considerable quantity of electricity past a certain point in a given time with a high pressure, but, if the pressure is low it will take a large wire to conduct the same amount of energy past this same point in the same time. This is also the case with the water system. If the reservoir is not very high, it will be necessary to use large-sized pipes to convey a given amount past a certain point in a given time.

'GALLONS OF ELECTRICITY'

When we want to buy water we usually say we want so many gallons per minute at a certain point. This is also the case in the electrical circuit. We say that we want so many amperes of current to flow past a certain point at a pressure of so many volts for so many minutes. There is a unit which is analogous to gallons. It is called coulombs, but is not used in every-day motorist talk. We keep an eye on the ammeter to see if it shows the generator is putting a charge into the battery while we are driving along, and to see how much the lamps and ignition system is taking from the battery.

AMPERES AND GALLONS

When we draw molasses from a barrel, it takes a long time to have a gallon flow out, but when the gallon measure is full, we have the gallon. If the spigot was twice as large as the one we used, we could draw out a gallon in half the time, or less. The same way in the electrical system. We have a supply of so many amperes of current to draw from the battery, and we may take it out in one ampere lots or in lots of several hundred at a time. The thing I want to show is that the pressure of the battery or the reservoir can only force a certain sized stream of water or electricity past a certain point in a certain time, through a wire of certain size, and no more. If we want more current past that certain point in the same time we must either increase the height of the water in the reservoir or provide a large pipe from it.

RESISTANCE

The water meets with a resistance while flowing through the pipes, which tends to cut down the flow, or to stop it. This is a frictional resistance in this case. The electrical pressure forcing the current through the wires also meets a resistance. This is an actual back push, while it is flowing through the coils of the horn and starter, but is somewhat like the friction of the pipes in the water circuit, while flowing through a straight wire. This resistance can be visualised, by considering a water pipe which is filled with a bundle of fine gauze wire or fly screen all rolled up into a ball, and another pipe line which is operating under the same pressure and the same size pipe, which is filled with a ball of chicken wire. Which one will allow the most water to flow through? The one with the chicken screen, of course. And the electrical wires are the same. This resistance to the flow is called home resistance.

METALS FOR A CIRCUIT

If the inside of the pipe line is rough and uneven, it will offer much more resistance to flow of water, than it would if the pipe was smooth inside. This is the same as a comparison between iron wire which seems to be very rough inside, and prevents the flow of the current through it with considerable resistance, and copper wire which seems to be smooth and allows the current to flow through with ease. It is said to offer very little resistance.

CROOKED PIPES

If the pipe line is very crooked and has large rough joints where it is connected together, it will take considerable pressure to overcome this resistance and the water may not be forced through the pipes on the other side of these bends. This is also true in the electrical circuit. If connections where the wires are fastened to terminals of the horn and lamps, are loose or dirty, the pressure of the voltage trying to force current through is partly used up at that point, and there will not be enough left to send sufficient current through the lamp to make it burn bright.

DROP OF PRESSURE

If a reservoir is ten feet above a certain point there is just so much pressure available to force water to that point. If there is a good clean pipe for it to flow through, the pressure of the water at the hydrant will be about the same as it is where the water leaves the reservoir. If there are a few bad joints and several sharp corners placed in the pipe line, the water may just flow from the spigot. It is the same with the electrical circuit. There is just so much pressure maintained between the positive and negative terminal pipes through which the amperes of current stored in the battery are conducted to the lamps. If we have a few corroded terminals, or a few pieces of very small wire or high resistance wire connected in that circuit the battery pressure can't force enough current through to make the lamp give off light. Loose nuts and unsoldered connections are the usual cause of dim lights. Sometimes the strands of a small cable break, leaving a few to conduct the current through, and the lights will not show bright, because most of the pressure of the battery is used up in forcing the needed current through that little piece of wire.

LARGE AND SMALL PIPES

If there is a large-sided pipe connected to a small one from the reservoir, there will only be a certain amount of water flow—just that amount which the pressure of the reservoir can force through the small pipe. The advantage will be that the water can be transmitted a long distance through the large pipe line without much loss of pressure. The pressure of any source will divide equally along the line of wire or pipe, in proportion to the resistance offered by the different sections through which it flows. Very little being used to force the current through large wires, and considerable being used to force it through small sections. This is evidenced by the large-size wire necessary to conduct the current from the battery to the starter and the very small-sized one needed to conduct it to the horn.

SERIES AND CONNECTIONS

The water which flows from one joint of pipe to another in the pipe line is flowing through them in series. But if there is a place where part of the water can go one way, through one piece of the system, while another part goes through some other way, and they both finally come back to a place where they again flow through one pipe, these two paths for the water to flow through are said to be in parallel with each other. It is this latter connection which is used so much on the wiring of a car. The lamps, the horn, the starter, the cigar-lighter and all the rest of the apparatus connected to the battery are built to operate on the voltage of the battery, and all must be connected in parallel with each other.

DIMMER CONNECTIONS

All cars have a dimmer arrangement, whereby the lamps may be dimmed while in the city, usually to comply with an ordinance. This may be done by arranging the switch connections so that it will insert a little piece of iron or other high-resistance wire into the lamp circuit. Or there is another way in which this can be obtained. This is connecting the lamps of the two headlights in series. In this way the lamps are operated across just half the voltage or pressure they are built for and they will show about half the light.

THE AMMETER

The ammeter which is on the cowl is independent of the voltage of the battery. It will register the amount of current being forced through the wires connected to it, whether the circuit is across a battery of six or a dozen cells.

WHY CONNECTIONS HEAT

We all know that it is the heat set up at loose connections that gives us the trouble. It heats the terminal and the wires soldered to them become hot and loosen up and drop off, opening the circuit. The electricity does not like to have its path broken, and tends to try to prevent it. If the connection is loose, there will be a small arc (flame of fire) produced, which will set up the heat. There is another way in which to explain this. The little parts of the current that is being forced though the wires rub up tight against each other, while all trying to get through the small place where the two terminals are touching each other, setting up a heat due to the friction between them.

INSULATION

Insulation is a conductor which offers a whole lot of resistance to the flow of current through it. Some materials, like rubber and glass, have so much resistance that we say that they do not allow any current to flow, and they are considered good insulators.

Settling Period In Auto Industry Forecat

"This year of 1921 is going to be a sort of settling period in the motor car business," says T. E. Jarrard, vice-president of the Apperson Brothers Automobile Company. "Not so much, probably, for the manufacturers as for the dealers.

"Too many dealers have been spoiled. Much of the last year they had no sales problem. It was easy going. The outlook for the future is different—not so much the outlook for results, because good automobiles will find a market, but the efforts must be exerted in an entirely different channel.

"The more conservative type of business man is going to be attracted, which will not only result in a closer relationship between our owners and representatives with whom we have placed our interests, but also will bring about a greater co-operative relationship between dealer and factory."

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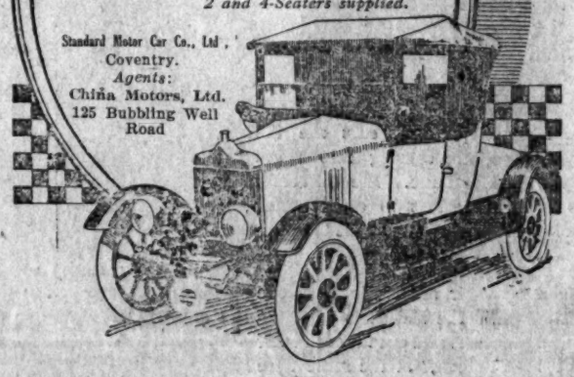

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